Second Series, No.16

Monday, February 29, 1960
Phalguna 10, 1881 (Saka)

LOK SABHA DEBATES

Tenth Session
(Second Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA

Monday, February 29, 1960/Phalguna 10, 1881 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Three-Year Degree Course

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*449. **Shri Sanganna:**
Shri S. C. Samanta:
Shri Bibhuti Mishra:

Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the University Grants Commission has appointed a Committee to go into the working of the three-year degree course scheme; and

(b) if so, what are its observations?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) Does not arise.

Shri Sanganna: May I know in what way the three-year degree course is more economical than the four-year degree course in point of time and money?

Mr. Speaker: That is an old story. I think it is two or three years old.

Dr. K. L. Shrimali: The whole thing has been discussed for two or three decades. It has to be implemented.

Shri Sanganna: May I know whether any financial assistance is given to the different universities for this purpose?

Dr. K. L. Shrimali: Yes, Sir.

Mr. Speaker: Let the hon. Member look into the University Grants Commission's Report.

Shri Damani: May I know the names of those universities which have not yet introduced the three-year degree course? May I also know by what time the whole country will be covered by this?

Dr. K. L. Shrimali: I had given a statement in answer to Unstarred Question No. 448 answered on the 10th August, 1959 and another statement in reply to Starred Question No. 1151 replied on the 22nd December, 1959. These two statements will give fully the information with regard to the implementation of the recommendations of the Deshmukh Committee.

Shri S. C. Samanta: May I know whether there was any proposal to constitute a committee so that an all-India target may be fixed for the three years course?

Dr. K. L. Shrimali: I am not aware of any such proposal. In fact, the University Grants Commission is at it; and the statement would show that most of the universities have accepted the recommendations and are in the process of implementing them.

Technical Personnel

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*450. **Shri Ram Krishan Gupta:**
Shrimati Ila Palchoudhuri:
Shri Rameshwar Tantia:
Shri S. A. Mehdi:
Kumari M. Vedakumari:

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a proposal to train civilians in Defence establishments is under the consideration of the Government of India;

(b) if so, the details thereof; and

(c) when a final decision is likely to be taken?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) to (c). Yes, Sir. Civilians who are required for defence industries in increasing numbers will be sought to be trained by the use of the facilities in defence establishments as there is grave shortage of such personnel. These facilities can, if required, be expanded to accommodate more pupils and help to yield part of the other national requirements.

Shri Ram Krishan Gupta: What are the precise measures to be adopted to impart military training to these persons?

Shri Raghuramaiah: This has nothing to do with military training. This is training in crafts etc.

Shri M. R. Krishna: May I know whether there is any proposal to train civilians in the Corps of the E.M.E. where they have got not only trained people but also equipped with good machinery?

Shri Raghuramaiah: We have under consideration a scheme to give such training in E.M.E. workshops as such.

Shri S. M. Banerjee: There are already the existing apprenticeship and artisans schemes. May I know whether this scheme will be in addition to those schemes and also the number of people that are likely to be trained in a year?

Shri Raghuramaiah: Whatever schemes are under consideration will be in addition to all those already in existence.

Rules Governing Relations between Ministers and Secretaries

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*451. **Shri Ram Krishan Gupta:** / **Shri S. M. Banerjee:** / **Shri Madhusudan Rao:** / **Shri D. C. Sharma:**

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 968 on the 17th December, 1959 and state:

(a) whether Government have framed rules to regulate relations between a Minister and Secretary of the Ministry; and

(b) if so, the details thereof?

The Minister of Home Affairs (Shri G. B. Pant): (a) No decision has been taken in the matter.

(b) Does not arise.

Shri Ram Krishan Gupta: May I know what are the questions under consideration? May I know also whether the question of relationship between the Minister and Secretary is under consideration?

Shri G. B. Pant: The Minister is responsible for what is done in his Ministry except, perhaps, in very exceptional and rare cases.

Shri D. C. Sharma: May I know if it is possible to delimit the administrative functions between the Minister and the Secretary? If it is so, will Government follow the precedent of other democratic countries in the matter?

Shri G. B. Pant: We are following democratic traditions. But, it is, I think, more of an administrative than a constitutional problem. And, the relation, between the Minister and his Secretary should be one of mutual confidence and trust; and, the Secretary should feel safe while working with a Minister.

Shri S. M. Banerjee: In reply to a previous question, I think the hon. Minister said that, whether there should be any detailed rules or not for the expeditious disposal of work and other things might be considered. I want to know whether a committee has been formed and who is framing these new rules?

Shri G. B. Pant: No committee has been formed for the purpose.

Shri Tyagi: What are the precise proposals in this connection that the Government have been considering so far?

Shri G. B. Pant: There are no precise proposals. There was a certain draft prepared at one time; but, it has almost been relegated to the background, particularly due to regard for the views expressed by the hon. Member.

Dr. Ram Subhag Singh: Do Government experience any difficulty in the relationship that exists between the Ministers and the Secretaries or have they received any request from some Ministry here or a State Government for formulating such rules of procedure?

Shri G. B. Pant: So far as I am aware no State Government has asked for the preparation of any rules on the subject; nor has any Ministry appealed about any difficulties arising because of want of these rules.

Shri Heda: In view of the importance of the subject-matter, is it likely that the Government may take a decision early; if so, when?

Shri G. B. Pant: When the Government takes a decision it will be incorporated in the rules of business which are of a confidential character; but I am not sure whether the Government will consider it necessary to take a decision.

Shri Sinhasan Singh: In reply to the supplementary question put by Dr. Ram Subhag Singh the hon. Minister replied that no State Government has written about any such regulation nor has any occasion arisen for that. May I know what has brought about this request that a regulation should be made out to govern the relations between Ministers and Secretaries?

Shri G. B. Pant: It was one of the problems that arose out of the L.I.C. Enquiry, as to whether any rules on this subject were necessary or not.

Shri Hem Barua: In view of the LIC—Mundhra muddle, do not Government consider it necessary to define the relations between Ministers and Secretaries?

Shri G. B. Pant: The relations should be of absolute confidence and of absolute sense of responsibility on one side and safety on the other.

Shri S. M. Banerjee: In reply to a previous question by Shri Harish Chandra Mathur, whether it is a fact that, arising out of the LIC trouble, the Secretaries have felt themselves to be in a difficult position, the hon. Minister said: "I do not think there are any apprehensions to be allayed". Now the hon. Minister says that this is one of the problems arising out of the LIC trouble. His previous statement was different. I want to know which is correct.

Shri G. B. Pant: The Secretaries are not responsible for the questions that were put or the observations that were made, and they have not, so far as I am aware, made any request for the framing of any rules.

"Build Your Own House Scheme"

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*452. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri Tridib Kumar Chaudhuri:

Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 724 on the 9th December, 1959 and state:

(a) whether the request of the West Bengal Government to re-consider the "Build Your Own House Scheme" has been considered by the Government; and

(b) if so, the result thereof?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). The question of grant of assistance to the West Bengal Government in connection with the "Build Your Own House Scheme" is under correspondence with the State Government and a final decision thereon has not yet been taken.

Shri S. C. Samanta: May I know whether according to the Central Assistance Scheme under which Rs. 300 will be allotted per house for

the repair of damages caused by floods, this concession will not apply to those houses which have been demolished for carrying out repairs?

Shrimati Tarkeshwari Sinha: Under the Central Assistance Scheme for natural calamities, this proposal does not conform exactly to the pattern. The grant for natural calamities is made available only for actual repair of houses, to meet the actual expenses incurred, and that was not the request of the Bengal Government.

Shri S. C. Samanta: Over and above this question, may I know whether assistance will be given in respect of those houses which have been totally demolished?

Shrimati Tarkeshwari Sinha: As I have already said, the Bengal Government made, again, a representation for getting this loan made available. We have asked the Bengal Government to take a loan on an *ad hoc* basis at the rate of Rs. 300 per house, but they have not so far replied.

Shri S. C. Samanta: May I know the opinion of the Planning Commission in this respect?

The Minister of Finance (Shri Morarji Desai): The Planning Commission's opinion does not arise in this matter.

भूतपूर्व सैनिकों का निवृत्ति-वेतन

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*४५३. श्री भक्त दर्शन :
श्री मधुसूदन राव :
श्री दी० चं० शर्मा :
श्री हेम राज :
श्री राम कृष्ण गुप्त :
श्री न० रा० मुनिस्वामी :

क्या प्रतिरक्षा मंत्री १७ दिसम्बर, १९५९ के तारांकित प्रश्न संख्या ९९८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) भूतपूर्व सैनिकों के निवृत्ति-वेतन में अस्थायी वृद्धि के प्रश्न के बारे में अब तक क्या प्रगति हुई है;

(ख) इस विषय में कब तक अन्तिम निर्णय हो जाने की आशा है; और

(ग) अन्तिम निर्णय करने में इतनी देरी क्यों हो रही है ?

प्रतिरक्षा मंत्री के सभा-सचिव (श्री फतेहसिंह राव गायकवाड) : (क) से (ग). मामला अभी सरकार द्वारा विचाराधीन है। निर्णय शीघ्र होने की आशा है। इस में कोई ऐसी देर नहीं हुई, जो निवार्य हो। कई एक जटिल विवादार्थ विषय हैं जिन से होने वाले प्रतिकारों की सरकार द्वारा पूरी तरह विचार किये जाने की आवश्यकता है।

[(a) to (c). The matter is still under consideration of Government. A decision may be expected shortly. There has been little preventible delay. The issues are many and complex and would have repercussions which require very full consideration by Government.]

Shri D. C. Sharma: I read in the papers a speech which was made by the Deputy Minister of Defence at Ambala in which, while addressing the ex-servicemen he said that the pensions of all the ex-servicemen have been enhanced. May I know if he made any statement like that; if so, I think the matter has been settled, and the reply given here does not correspond to the speech made by the Deputy Minister at Ambala?

The Deputy Minister of Defence (Sardar Majithia): So far as my speech is concerned, I did not say "have been enhanced", the expression used by me was "will be", and that explains the position.

Shri Bhakt Darshan: Is it not a fact, Sir, that, about a year ago, the hon. Finance Minister, while making the Budget Speech, made a firm indication in this direction, providing about Rs. 2 crores for this purpose; if so, may I know what are the special reasons for this delay?

Sardar Majithia: This question, as has been said in the reply, has got

repercussions on the other employees and, therefore, it is a very complex question. The matter is being discussed between the Ministry of Finance and the Defence Ministry, and we do expect to come to a decision very soon.

Shri B. K. Gaikwad: May I know the category of the ex-servicemen whose case for a temporary increase in pension is under consideration, and their number?

Sardar Majithia: I do not know exactly, possibly it runs into about 3,50,000 and the money involved will also run into a couple of crores of rupees.

Children's Book Trust

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*454. { **Shri D. C. Sharma:**
Shri Pangarkar:

Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 482 on the 1st December, 1959 and state:

(a) the steps taken by the Children's Book Trust to publish standard illustrated books for children; and

(b) when they are likely to be published?

The Minister of Education (Dr. K. L. Shrimali): (a) A Press is being set up.

(b) The publication of books will be undertaken only after the Press has been set up.

Shri D. C. Sharma: Is it not a fact that other book trusts and other *ad hoc* bodies like the Indian Cultural Association have started their publications without setting up a Press; if so, may I know why it is thought necessary in this case that the Press should be set up first and books published afterwards?

Dr. K. L. Shrimali: In this regard I should like to inform the House that as far as this Trust is concerned, Government do not have anything to do with it except that the Government have given a loan to it on interest. It is entirely the responsibility of the Trust to produce books as desired. The Government are interested in the production of children's literature and they have agreed to give them loan on interest. There has been some delay, it is true; but in the initial stages the difficulty was due to lack of foreign exchange and there was also some delay in ordering for the Press. I am told now that the Trust propose to set up the Press and they are also preparing books which will come out for production in course of time. I cannot exactly say when this will take place, because it is entirely their responsibility.

Shri V. P. Nayar: I would like to know when we can expect the first set of books to be published?

Dr. K. L. Shrimali: I have already said, it is more than I can say, because this is an entirely independent Trust. All that the Government has done is to give them loan, and I am as anxious as the hon. Member that the books should come into production as quickly as possible. We can only ask them, we cannot do anything more than that.

Shri Braj Raj Singh: What is the amount of loan granted and what is the rate of interest?

Dr. K. L. Shrimali: The loan will bear interest at the rate of 4¾ per cent. per annum, and the first instalment of loan of Rs. 4 lakhs was released in June 1959.

Shri Hem Barua: In view of the fact that there exist at present children's literary societies managed by the Central Government in most of the States, how do Government propose to co-ordinate the activities of these societies and the Trust?

Dr. K. L. Shrimali: There is great paucity and dearth of suitable literature for the children and it has been the policy of the Government to encourage publishers coming forward with such literature. We have various schemes of giving prizes, etc. There are various ways in which we

want to encourage the publishers to produce more and more books for the children.

Shri Sinhasan Singh: May I know whether this Trust consists of private agencies or whether it is a Government Trust?

Dr. K. L. Shrimali: It was a Trust really initiated by Shri Shankar Pillai. It was at his instance that this Trust was set up and all that we have done is to give it a loan.

Shri Radha Raman: The hon. Minister has said that the Government is more concerned in the giving of loans and how they are used. May I know if the Government while giving loans to this Trust has set up certain targets or certain conditions?

Dr. K. L. Shrimali: Certain conditions are to be fulfilled. The list of trustees shall have to be completed with Government's approval. The Trust shall have to be registered under Act XXI of 1860 as amended up to-date. The implications of the project in foreign currency terms shall have to be determined and necessary clearance obtained from the Department of Economic Affairs, if necessary. The Trust shall have to execute a bond. There are some other conditions also and I will place all these on the Table of the House for the information of the hon. Member.

Shri D. C. Sharma: May I know, whether the Government, after giving a loan to the Trust like this, have absolved themselves of all responsibility so far as the production of books is concerned? Or, are the Government going to have some say in the choice and production of books?

Dr. K. L. Shrimali: Government will not have the choice of the production of books. This will be the responsibility of the Trust. Certainly, after having given them the loan, we are greatly concerned with regard to the production of the books as early as possible.

Shri Joachim Alva: Apart from setting up the Trust, has the Government made any preliminary survey of the literature in the book-stalls, etc. which are taken by the children? They relate to sex and crime. What steps do the Government propose to take in this regard?

Dr. K. L. Shrimali: Our general policy is to produce good literature and when good literature comes into the market, it will naturally drive out bad literature.

Shri Achar: May I know whether this Trust is an independent body or whether the Government has any control over it? If there is any control, what is the nature of the control?

Mr. Speaker: Hon. Members are spending away all the time over a single question. When I come to the others, I will have to rush through.

Dr. K. L. Shrimali: We do not have any control over the Trust. I do not have the list of trustees with me but as far as I remember, I think a representative of the Education Ministry is one of trustees but I will have to check that up.

Credit from Russia

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*455. { **Dr. Ram Subhag Singh:**
Shri P. G. Deb:

Will the Minister of **Finance** be pleased to state:

(a) how much interest on credit of U.S.S.R. has been met through increased exports; and

(b) whether Russia has indicated any desire to buy Indian textiles on this account?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The interest so far paid on Soviet credits amounts to Rs. 1 crore. This amount has been wholly used for financing increased exports.

(b) The question of U.S.S.R. buying Indian textiles in 1960 is under their consideration.

Dr. Ram Subhag Singh: Part (a) of my question is: how much interest on credit of U.S.S.R. has been met through increased exports? I want to know whether this sum of one crore is due to increased exports or it is due to the normal general exports?

Shri B. R. Bhagat: With the Soviet Union, we have a trade agreement and every year that is renewed. Whatever they have got in that account is utilised for exports. This Rs. 1 crore had been utilised for exports and that is part of the trade bill with the U.S.S.R.

Mr. Speaker: Has there been an increase in the exports? If so, have the increased exports met this Rs. 1 crore? That is the question.

Shri B. R. Bhagat: The export to U.S.S.R. is increasing gradually, every year. In 1958, exports to U.S.S.R. amounted to Rs. 23·31 crores; before that it was Rs. 17·53 crores; prior to that it was Rs. 12 crores and still prior to that it was Rs. 2 crores. Last year it was Rs. 25·60 crores.

Shri Tangamani: When the export of Indian textiles to U.S.S.R. is considered, will it also include the handloom varieties?

Shri B. R. Bhagat: Handlooms will certainly be considered but that is for the Commerce and Industry Ministry to decide.

Mr. Speaker: As a matter of fact, have these fabrics been included in these exports?

Shri B. R. Bhagat: It is for the Russian Government to buy.

Mr. Speaker: This year's export totals Rs. 25 crores or so. Are textiles included in that? Are handloom fabrics included?

The Minister of Finance (Shri Morarji Desai): Every Indian goods is included. Handlooms are part of the textiles.

Shri B. R. Bhagat: At present textile does not form part of these exports.

Mr. Speaker: Therefore, there is no question of the inclusion of any handlooms.

Shri Damani: What is the total amount of interest that has accrued in 1959? How much of that amount is paid by the export of our commodities?

Shri B. R. Bhagat: I said that so far the total interest that has accrued is Rs. 1 crore and this amount has been wholly used for financing increased exports.

Naval Expedition

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*456. { **Shri Shree Narayan Das:**
Shri Radha Raman:
Shri Raghunath Singh:
Shri P. K. Deo: }

Will the Minister of **Defence** be pleased to state the precise nature of experience gained, data gathered and reaction reported by the crew as a result of open sea sailing expedition organised by the Indian Navy between Visakhapatnam and Port Blair?

The Deputy Minister of Defence (Shri Raghuramaiah): A statement is laid on the Table of the Lok Sabha.

STATEMENT

The open sea sailing expedition consisted of a voyage by a Naval Cutter in two phases. The first phase was from Visakhapatnam to Port Blair and the second phase was from Port Blair to Madras. The total distance sailed was 1500 nautical miles (1750 miles).

The crew of the Cutter consisted of four officers including a Medical Officer and three Sailors, all of whom were volunteers.

The precise nature of experience gained, data gathered and reaction as reported by the crew as a result of the open sea sailing expedition are briefly as follows:

(i) Due to prolonged exposure of the weather conditions, the

physical and mental effects, which were of a purely temporary nature, on the crew were:

(a) mild general body weakness;

(b) slight loss of body weight;

(c) appearance of skin diseases; and

(d) slight depression.

(ii) The various types of life saving equipment used were found satisfactory.

(iii) The survival rations used by the crew were satisfactory.

(iv) The Naval Cutter was found seaworthy throughout the expedition.

(v) The quality of the indigenous preserved rations proved satisfactory.

(vi) The Solar still used for distilling sea water for drinking was not found satisfactory.

(vii) The service clothing used by the crew afforded adequate protection against adverse effects of the rapidly changing weather conditions and temperature.

Shri Shree Narayan Das: May I know if such an expedition was undertaken earlier and if so whether the experience now gained compares favourably with the previous experience?

Shri Raghuramaiah: This is the first time.

Shri Shree Narayan Das: What was the cost involved in this expedition?

Shri Raghuramaiah: I have not got the figures but I understand that the expenditure has not been much.

Shri Radha Raman: May I know whether the Government intends to take up such expeditions periodically and if so when?

The Minister of Defence (Shri Krishna Menon): These are part of the normal exercises of the Navy in order to study conditions which may be encountered by ships which suffer from mishap in peace or war. Certain experiences have been gained from this. The experiments will continue.

Shri Radha Raman: May I know whether the volunteers or the officers engaged in this expedition have received any special reward for their arduous services?

Shri Raghuramaiah: These are normal exercises and no special reward is contemplated.

Shri Joachim Alva: We have been independent for nearly 15 years Why was this expedition delayed? Why was it not undertaken earlier?

Shri Raghuramaiah: Naval Headquarters wanted to study the conditions of survival at sea. We came to the conclusion that we should study it and we have done it.

Shri Tangamani: For how many hours these volunteers and medical officers were exposed to Sun and rain in this expedition?

Shri Krishna Menon: It is an open sea and a survival expedition. The whole idea was to learn conditions of survival at sea.

Mr. Speaker: Did they not hide themselves sometime later? Did they not go into shelter? That is his question.

Shri Krishna Menon: How can they do that? It was an open sea and it was an open Cutter; it is supposed to be ship-wrecked and storm tossed.

Demonstration of Canadian Aircraft

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*457. { Shri Raghunath Singh:
Shri Rameshwar Tantia:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that D.H.C. Caribou built by the De Haviland

Aircraft Company of Canada was demonstrated at the Delhi Flying Club on Monday, the 28th December, 1959 and was witnessed by the Defence Minister; and

(b) if so, whether Government have any proposal to purchase the aircrafts?

The Deputy Minister of Defence (Sardar Majithia): (a) The De Haviland Aircraft Company of Canada demonstrated their D.H.C. "Cariboû" Aircraft at the Delhi Flying Club recently. The Defence Minister witnessed the demonstration.

(b) No, Sir.

Shri Raghunath Singh: What was the special feature of this aircraft?

Sardar Majithia: It was an STOL aircraft.

Mr. Speaker: He wants to know whether there is any special feature about it.

Sardar Majithia: S.T.O.L. stands for Short Take Off and Landing.

Manufacture of Trucks and Tractors

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*459. **Shri S. M. Banerjee:**
Shri Pangarkar:
Shri D. C. Sharma:
Shri Bibhuti Mishra:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 972 on the 17th December, 1959 and state whether any orders from Government Departments and others have been received for the manufacture of trucks and tractors in Ordnance Factories?

The Parliamentary Secretary to the Minister of Defence (Shri Fatehsinhrao Gaekwad): Since November, 1958, the Director General of Ordnance Factories has received an order for the manufacture of 20 tractors in the Ordnance Factories required for the Rajasthan Canal Project. No outside orders for trucks or other vehicles have been received. Further orders for trucks for the Army have also been placed.

Shri S. M. Banerjee: May I know the number of trucks so far manufactured and may I know whether it is a fact that some difficulty is being experienced to procure material like steel sheeting for the body and, if so, how this difficulty is going to be removed?

The Minister of Defence (Shri Krishna Menon): There are some shortages of material in the country which affect us and everybody else. The Ministry of Steel, Mines and Fuel is giving us assistance in this matter and we hope to overcome the difficulties. But the material for parts of the truck is not available, naturally the whole production lags behind during the period of its non-availability.

Mr. Speaker: He wants to know how many trucks have been produced in all.

Shri Krishna Menon: I have not got the figures, Sir. I think it works out to about 300 to 400. We have got to slow down on account of the shortage of material. But we are geared to produce up to 300 trucks per month.

Shri S. M. Banerjee: May I know whether the hon. Minister's attention has been drawn to a news item today, which appears in the *Times of India*, that the tractors supplied to Dandakaranya has proved to be defective? I want to know whether there is any truth in it or whether it is only vicious propaganda against our manufacture?

Shri Krishna Menon: I have seen the report this morning. It is a very sensational story, I believe there was some minor adjustment required. The Director, Ordnance Factories was there and he attended to it. I think surely the best test is an additional order for about 125 tractors which is in the process of being placed by the Ministry of Rehabilitation with the Defence Ordnance factories.

Shri S. M. Banerjee: May I know whether the hon. Minister's attention has been drawn to a speech delivered by Mr. Lalchand Hirachand against the manufacture of the *Shaktiman* and doing vicious propaganda against our manufacture, and if so, what steps are being taken by the Defence Ministry to counteract such propaganda?

Shri Krishna Menon: Produce better trucks.

Dr. Ram Subhag Singh: May I know whether the Government have taken any decision in regard to the manufacture of one-ton truck and whether it is a fact that they have entered into a deal with a Japanese firm to manufacture one-ton trucks?

Shri Krishna Menon: There is a manufacturing agreement between the Government and the Japanese firm for the manufacture of one-ton trucks.

Dr. Ram Subhag Singh: May I know the name of the concern and the terms on which the trucks are to be manufactured? I want to know the terms of these negotiations.

Shri Krishna Menon: The name of the company I believe is the Nissan Truck Company.

Dr. Ram Subhag Singh: What about the terms of the negotiations?

Shri Krishna Menon: It is not usual to give out the details of such negotiations.

Shri Sonavane: May I know whether the Government has taken a decision to manufacture some small tractors for utilisation by those cultivators who are holding about 50 acres or so?

Shri Krishna Menon: I answered this question the other day. There is a tractor shown at the Defence Pavilion of the Exhibition. It is a developing project. So far as we know it is successful at the present stage, but the thing has to be developed. A number of Members of Parliament, the Minister for Oil and Mines, etc., were there the other day. But it has to be developed fully. It is not however, primarily developed as a tractor. Its main purpose is to tow an aeroplane. But it is a tractor.

Shri Hem Barua: May I know whether it is a fact that when the indent is placed with the ordnance factory, the indenting parties have to supply foreign exchange that is necessary for those components of the trucks and tractors which require foreign exchange and, if so, whether it is not an obstacle against the civilians trying to purchase these defence tractors and trucks?

Shri Krishna Menon: To the first part of the question, the answer is 'Yes'. That is, anyone who wants Defence establishments to manufacture any equipment, and if there is a foreign exchange element in it, the customer has to provide it. It cannot come out of Defence allocation.

Shri M. R. Krishna: May I know whether there is any truth in the propaganda that this *Shaktiman* has been discarded by some of the countries like England during the second world war and may I know what is the number of tractors required for the military's own use in farms and other places?

Shri Krishna Menon: I do not know anything about the propaganda. I did not even know that this was used in the second world war. But this happens to be a truck used by the North Atlantic Treaty Organisation.

Shri K. N. Pandey: May I know the cost of this tractor?

Shri Krishna Menon: It depends upon what type and number, etc., that is produced. If you will permit me, Mr. Speaker, I lay a statement on the Table with regard to the performance the number of these tractors within a few days.

Mr. Speaker: Yes.

Shri Sonavane: May I know whether, in view of the necessity of small

tractors for our cultivators in the country, the Government would consider the manufacture of small tractors in our ordnance factories?

Mr. Speaker: He has already said that one is in the exhibition. It is to be developed and all that.

Shrimati Sucheta Kripalani: May I know how the tractors and trucks produced in the Defence ordnance factories compare with the other trucks?

Mr. Speaker: He said he will lay a statement on the Table.

Shri Krishna Menon: I have answered this question before, but in order to make it completely clear, I shall lay a statement.

Mr. Speaker: Yes.

Shri Raghunath Singh: May I know whether the two Japanese experts who have been called from Japan to Dandakaranya have also failed to make these tractors workable?

Shri Krishna Menon: There are no Japanese experts in Dandakaranya. These are two young boys who are servicing the tractors.

Shri Raghunath Singh: They came from Japan.

Shri Krishna Menon: They are Japanese boys.

Mr. Speaker: Whoever comes from Japan is not an expert!

Shri Tyagi: They are not old men!

Shrimati Sucheta Kripalani: I want to know the capacity of the production in the ordnance factories and the employment potential.

Mr. Speaker: He has already said that they are producing about 300 trucks per month.

Shri Krishna Menon: In regard to the trucks, we have geared up the machinery to produce up to 300 on one shift. But we have to produce somewhere about 1,500 trucks a year for army use only in this type. We have been held up on account of the shortage of material which is nobody's fault and which shortage applies to the whole country.

Shrimati Sucheta Kripalani: About the employment potential?

Mr. Speaker: How many people are employed?

Shri Krishna Menon: You have already ruled that we are not to give the figures of employment in Defence Establishments.

Several Hon. Members *rose*—

Shri D. C. Sharma: May I know, Sir. . . .

Mr. Speaker: No, no. I am not going to allow.

Shri D. C. Sharma: I am one of the sponsors, Sir.

Mr. Speaker: Every hon. Member whose name finds a place against the question cannot always catch my eye. Further, I am only judging whether sufficient number of questions have been asked by way of supplementaries. Occasionally, all the Members who have sponsored the question may not get the right to put a supplementary. Next question.

Central Public Health Engineering Research Institute

***460. Shri Pangarkar:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Starred Question No. 742 on the 9th December, 1959 and state the further progress since made in setting up the Central Public Health Engineering Research Institute at Nagpur?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The Central Public Health Engineering Research Institute has started functioning in temporary accommodation in Nagpur. Field Research Centres at Delhi, Poona and Hyderabad have been established. The plans and estimates of the main building of the Institute have been prepared and are under scrutiny.

I would like to add, with your permission, that some smaller mobile units have been set up at Bombay, Borivali and Rohtak.

Shri Pangarkar: May I know the amount of foreign exchange required to set up this institute?

Shri Humayun Kabir: I have answered that before.

Polytechnic in Orissa

*461. **Shri Chintamoni Panigrahi:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Starred Question No. 475 on the 1st December, 1959, and state:

(a) whether the proposal to establish a Polytechnic in Orissa with an annual intake of 120 students has since been finally considered; and

(b) if so, with what results?

The Minister for Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). No Sir, but the Coordinating Committee of the All India Council for Technical Education will consider the matter on the 1st March, 1960.

Shri Chintamoni Panigrahi: May I know whether it will be possible for the Government of India to sponsor this polytechnic in Orissa during the remaining one year of the second Plan period?

Shri Humayun Kabir: That is our expectation.

Sardar A. S. Saigal: May I know whether Government contemplate to establish more polytechnics in other places and, if so, what are those places?

Shri Humayun Kabir: That does not arise out of this question.

Shri Chintamoni Panigrahi: May I know whether the Government of Orissa has informed the Union Government the site or the place where this polytechnic is proposed to be located?

Shri Humayun Kabir: The original proposal of the State Government was for 2 small polytechnics, but it was considered that this would not be economic and therefore the Eastern Regional Committee has recommended that the polytechnic at Kendrapara should be taken up with an intake of 120 students.

Shri T. B. Vittal Rao: The hon. Minister said that the co-ordinating committee will consider it first. The practice is that the regional council considers it and then it goes to the All-India Council for Technical Education. Where does this co-ordinating committee come?

Shri Humayun Kabir: Nothing normally goes to the All-India Council except through the Co-ordinating Committee.

Shri T. B. Vittal Rao: What is its composition?

Shri Humayun Kabir: I would draw his attention to the constitution of these bodies which have been placed on the Table of the House and are also available in the library. I do not think it is necessary for me to give the answer again here.

Shri Chintamoni Panigrahi: May I know whether there is any principle in deciding the location of any site for a polytechnic, whether the technical committee goes into the details of the place which the State Government has suggested or whether the suggestion of the State Government is straightaway accepted?

Shri Humayun Kabir: The Regional Committee goes into all these questional before making its recommendation.

Shri Chintamoni Panigrahi: So far as Kendrapara is concerned. . . .

Mr. Speaker: We are not going into those details here. All matters are taken into account by the State Government and communicated here. They are satisfied.

Shri Palaniyandy: Is it a fact that Government contemplate to have one polytechnic in each district?

Shri Humayun Kabir: Yes, Sir; that is our aim and intention. But that question does not arise out of this.

Production of Pig Iron

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*462. **Shri Supakar:** / **Shri Nagi Reddy:** / **Shri Vasudevan Nair:** / **Shri Pangarkar:** / **Shrimati Renuka Ray:** / **Shri Chintamoni Panigrahi:** / **Shri Morarka:**

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what was the total production of pig iron in Rourkela and Bhilai by the end of December, 1959;

(b) whether guaranteed output has been achieved in this period;

(c) if not, the reasons therefor; and

(d) what is the estimated loss due to the failure to achieve the estimated output?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a)

Rourkela	1,73,019 metric tons
Bhilai	3,21,049 metric tons

(b) Guaranteed output has been achieved in the case of Bhilai but not in the case of Rourkela.

(c) The production of pig iron at Rourkela has been below the guaranteed output of 1000 tons a day mainly due to the defective functioning of the pig casting machine and other operational difficulties.

(d) The loss due to the failure to achieve the estimated output in the case of Rourkela cannot be assessed very accurately but the difference between the actual production and the guaranteed output may be taken as the basis for such a calculation.

Shri Supakar: What is the present position at Rourkela? Has the target been achieved?

Sardar Swaran Singh: Not yet. I have said so far it is not producing the rated capacity.

Shri Supakar: What is the production now?

Sardar Swaran Singh: The House is no doubt aware that there are two blast furnaces now operating in Rourkela, one commissioned in the beginning of 1959 and the second towards the end of 1959. Regarding the second, it will not be fair to compare its operation with the older one, because it takes about 3 months after it starts for a blast furnace to come up to the reasonable capacity. The production from the two blast furnaces during January 1960 was 15,456 and 12,347 tons respectively, totalling 27,803 tons.

Shri Supakar: May I know the percentage of shortfall?

Sardar Swaran Singh: I have given the actual production and the rated capacity which is 1,000 tons per day. It is a question of arithmetic.

Shri Vidya Charan Shukla: It has been stated that the pig casting machine was defective and so the Rourkela steel plant was not producing the rated amount of pig iron. May I know if difficulty in supply of raw materials also had anything to do with this short-fall?

Sardar Swaran Singh: No, Sir.

Pandit J. P. Jyotishi: May I know what steps Government are taking to remove the defects which lead to the short-fall in production?

Sardar Swaran Singh: The fact of the matter is at Rourkela the arrangement was not to undertake continuous casting for a long time, and produce pig iron over and above the quantity that could be consumed in steel-making. So, only one pig casting machine was installed there. Experience has shown that that cannot handle heavy and continuous casting involved, *i.e.* working all the 24 hours. In Bhilai, there are two pig casting machines, because even in the final stage, Bhilai is so designed that it will always be producing some pig iron. Hindustan Steel are contemplating to have another pig casting

machine at Rourkela, but I am not aware if a final decision has been taken.

Mr. Speaker: The simple question was, what steps Government are taking to set right the machine which ceased to function properly.

Sardar Swaran Singh: Some steps were also taken by having additional moulds. You, Sir, must also have seen it. The moulds go wrong and a number of other things happen. So, they are having a larger number of moulds. They have also taken a number of steps like better spraying of lime, etc. to improve the performance.

Shrimati Sucheta Kripalani: Due to this short-fall in the production of pig iron, how much more still would be involved and at what price?

Sardar Swaran Singh: It is true that loss of production does create a shortage in pig iron, but certainly not in steel, because steel production is limited by the functioning of the steel melting shops and not so much by this. The steel melting shops are working to the maximum capacity.

Shri Chintamoni Panigrahi: The production was scheduled to be 1,000 tons a day, but it is only 500 tons. What steps have Government taken against the consultants who erected the steel plant?

Sardar Swaran Singh: That stage has not come yet.

Shri D. C. Sharma: That stage will never come.

Sardar Swaran Singh: I am not so despondent as the learned professor who says that that stage will never come. The concomitants necessary to give a fair trial have not yet been provided. So, it will be unfair to judge it unless all those conditions are there.

Shri Supakar: We were told on a previous occasion that the company which erected this plant was given sometime—I think it was one year—to prove that the production is up to the mark of 1,000 tons per day. But the first blast furnace was commissioned on 3rd February, 1959; more than a year has elapsed and it has not improved beyond 50 per cent. As Shri Sharma rightly pointed. . . .

Mr. Speaker: The simple question is, one year was given to the company and it has expired. How long more will it take to have this matter set right?

Sardar Swaran Singh: It is very difficult for me to indicate any firm time within which the necessary operational conditions would be there. But it will perhaps not be fair to say that anything has to be set right by the firm as such. There are a number of factors which ultimately decide the quantum of production, apart from the performance of the pig casting machine. For instance, if we come to the conclusion that one pig casting machine within the section has to be provided, we will have to pay more. Because, as I said, the plant was not designed to continuously produce pig iron.

Collections by Dr. Raghuvira

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*463. { **Shri H. N. Mukerjee:**
Shri Prabhat Kar:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 143 on the 12th February, 1959, and state:

(a) whether the books, manuscripts, banners, paintings etc. brought by Dr. Raghuvira after a tour of China and Mongolia have since been recovered and made available in the National Museum;

(b) whether the property rights in the said articles vest in the Government of India; and

(c) if the answer to (b) above be in the affirmative what are the reasons for delay in recovering the valuable acquisitions?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) and (c). The manuscripts and other material were handed to Dr. Raghuvira by authorities in China and Mongolia. So far as the Government of India can see, they were not personal gifts to him. It is proposed to discuss the question of transfer of the documents to Government custody with Dr. Raghuvira at an early date.

Shri H. N. Mukerjee: In view of the fact that a very large number of valuable things were brought back by Dr. Raghuvira, and he went on a tour sponsored by the Government of India and on his return an exhibition was officially held with the Prime Minister inaugurating it, may I know why the Government did not take precautions to make sure that these good things would not be lost to the country by any particular scholar monopolising the possession of it?

Shri Humayun Kabir: There is no question of their being lost. We say that they belong to the Government of India, and the negotiations are in progress.

Shri H. N. Mukerjee: Last year in February we were told that only three sets of micro-films have been delivered by Dr. Raghuvira to Government, and since then no improvement has taken place, though it was a very large collection and three sets of micro-films form part of a very microscopic minority of the exhibits. So, may I know what the Government propose to do in the matter?

Shri Humayun Kabir: Dr. Raghuvira does not question the fact that they belong to the Government. He wants to work on them for some time and for that period he may require them. That is being discussed with him.

Shri H. N. Mukerjee: Do I take it that Dr. Raghuvira have these things in his possession pending his research in relation to these exhibits and that they will be returned to Government as soon as possible?

Shri Humayun Kabir: That is our position.

Shri Hem Barua: In view of the fact that the hon. Minister is convinced that these materials belong to the Government of India, what was the purpose in having negotiations with Dr. Raghuvira? He can do research on them after depositing the materials with the Government of India and then borrowing them.

Shri Humayun Kabir: That is what we are suggesting—they may be placed in the National Museum and that when they are actually in the Museum Dr. Raghuvira will also be given facilities to do research.

Shri Hem Barua: What is the response of Dr. Raghuvira to the proposal made by the Government that he should deposit the materials with the Government and then borrow them?

Shri Humayun Kabir: Dr. Raghuvira gave us to understand that during his discussions with our Ambassador in Peking he told him that he was going to work on them for some time and he will return them to the Government when his work was complete, which means that Dr. Raghuvira accepts that they belong to the Government.

Indian Institute of Public Administration

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*464. { **Shri M. S. Sugandhi:**
Shri Agadi:

Will the Minister of **Finance** be pleased to lay a statement showing:

(a) the amounts of aid sanctioned to the Indian Institute of Public Administration and Indian School of Public Administration, Delhi, from 1954-55 to-date towards non-recurring and recurring expenses; and

(b) the actual number of students admitted in the Institutions during the above period year-wise, both Government and private?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). A statement is laid on the

Table of the House. [*See* Appendix I, annexure No. 100].

Shri M. S. Sugandhi: May I know whether this Institute has been recognized by any of the universities?

Shrimati Tarkeshwari Sinha: The Central Government and the various State Governments from which students come to this Institute, they have recognized this Institute.

Mr. Speaker: Has it been recognized by the Universities?

Shrimati Tarkeshwari Sinha: This is an autonomous body and the diplomas given by this Institute have been recognized by Government.

Shri M. S. Sugandhi: From the statement it appears that nearly Rs. 53 lakhs have been given as grants-in-aid to train nine officers. So, it comes to nearly Rs. 6 lakhs for each Government officer. Is it justified?

Mr. Speaker: The statement seems to indicate that as much as Rs. 6 lakhs have been granted for the training of a single officer. Is it so?

Shrimati Tarkeshwari Sinha: No. The statement gives the recurring and non-recurring expenditure from 1955 to 1960.

Shri Tangamani: From the statement I find that in the year 1959-60 29 private students and three Government officers from State Governments are undergoing training. Why is it that during the past two years no student has come from any of the States like Madras, Andhra Pradesh, Punjab and Uttar Pradesh?

Shrimati Tarkeshwari Sinha: There is no ban on any State Government from sending any number of officers they like. This is an autonomous body which caters to the needs of both the Government and the private sector, because this Institute has got on its rolls 1,177 members who are private individuals.

श्री भक्त दर्शन : श्रीमन् भारत सरकार ने हाल ही में मसूरी में नेशनल एकेडेमी आफ पबलिक एडमिनिस्ट्रेशन की स्थापना की है। क्या उस के बाद भी इस संस्था की आवश्यकता रह जाती है और इन दोनों के कार्य में क्या अन्तर है ?

Shrimati Tarkeshwari Sinha: That is a different body altogether, and there is no conflict between the working of these two bodies.

Shri Radha Raman: It is the practice in India that no agencies other than Universities are allowed to confer degrees. In permitting the Institute to award diplomas and degrees, was the permission of any University sought or was it contrary to the existing practice?

Shrimati Tarkeshwari Sinha: They give only a Master's diploma in Public Administration. They have a short-term course also. It is not a degree of the university.

Seizure of Gold

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*465. { **Shri Radha Raman:**
Shri Shree Narayan Das:
Shri Goray:

Will the Minister of **Finance** be pleased to state:

(a) whether the Customs authorities seized four drums containing 1,000 tolas of gold valuing Rs. 1,25,000 found floating in sea at Bombay Harbour;

(b) who detected this and whether Government have rewarded that person;

(c) whether investigations in this case have been completed; and

(d) if so, with what results?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (d). On the 26th December, 1959, the crew of a launch attached to the Training ship Dufferin, Bombay, while returning to their ship, found three paint drums which were tied together and were floating in the sea. These drums were found to contain 100 bars of gold bullion of 10 tolas each with foreign markings, the total value being Rs. 1,30,000

approximately. The Bombay Customs authorities were informed of the find and the gold was taken over by them. The case is under adjudication by the Bombay Customs authorities and accordingly action regarding payment of reward has not been taken so far.

Shri Radha Raman: May I know whether as a result of this incident Government has taken into custody any person connected with this affair?

Shri B. R. Bhagat: Some investigation has been carried out and it is still proceeding. So, I am not in a position to give more details.

Shri Radha Raman: May I know whether it is a fact that there is an international gang which, in collusion with a local gang, is carrying on smuggling of gold in large quantities?

Shri B. R. Bhagat: There may be some gangs. We are trying our best to break them, and we have broken some of them.

Shri Sonavane: What is the total value of the smuggled gold detected so far?

Shri B. R. Bhagat: I require separate notice.

Shri Hem Barua: May I know whether Government have tried to ascertain, if not by facts by conjecture even, how this quantity of gold started floating in the sea?

Shri B. R. Bhagat: This gold was found in the drums which were floating in the sea. Obviously, it must have been dropped by some gang smuggling gold. We are investigating the matter, and we will inform the House of the position, if a question about it is put later on.

Iron Sheets

466. Shri Harish Chandra Mathur: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether Government are aware that iron sheets are available in the market freely at double the controlled price;

(b) if so, what accounts for this state of affairs; and

(c) what steps are being taken in the matter?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) to (c). The shortage of steel sheets is quite acute and therefore it is probable that illegal transactions take place at above controlled prices. They constitute offences under the Iron and Steel Control Order, 1956, the enforcement of which is the responsibility of State Governments. Enforcement is not easy, as these transactions must by their nature be collusive. Apart from enforcement, Government are trying to increase the supply to the extent foreign exchange resources permit.

12 hrs.

Shri Harish Chandra Mathur: May I know if the Government have any idea of the prices as to what is the controlled price and what is the price at which steel is selling in the market? May I also know whether they have been able to take any action against any of their stockists during these six months?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): So far as the controlled price is concerned, that is known. So far as the price at which these illegal transactions take place is concerned, it is not easy to know, but....

Shri Braj Raj Singh: Very easy.

Sardar Swaran Singh: It may be very easy for the hon. Member to know. But it is not easy to know because that depends upon the category concerned and also upon the nature of payment. That price differential is there. State Governments have taken action against several people, who are involved in these cases of contravention of control.

Mr. Speaker: The Question Hour is over.

Re. S. Q. No. 471

Shri Khadilkar: Sir, S.Q. No. 471 is very important. It may be allowed to be answered.

Mr. Speaker: The hon. Minister may kindly answer S.Q. No. 471.

An Hon. Member: The Question Hour is over.

Bombay-Mysore Border Dispute

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*471. { **Shri Khadilkar:** **Shri Goray:**

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Chief Minister of Bombay has written recently to the Government of India, drawing their attention to the serious situation in the Belgaum area, due to the firing and other repressive measures taken by the Mysore police against the people of that area; and

(b) if so, what steps Government propose to take to settle the disputes between Bombay and Mysore States in regard to this and other similar areas?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) The matter is still under correspondence with the Chief Ministers of Bombay and Mysore. They are likely to meet here sometime next month for further discussion.

Shri Khadilkar: In view of the fact that severe strictures were passed against the present DSP of Belgaum by an ex-Judge of the Bihar High Court as well as by the District Judge of Satara and in view of the fact that this gentleman has very severely beaten an M.L.A. of Mysore in the streets when he refused to touch his feet, when ordered....

Mr. Speaker: Order, order. I will allow him later to continue.

Shri Khadilkar: In view of the fact that he....

Mr. Speaker: Order, order. When I am on my legs, the hon. Member must resume his seat and afterwards stand again.

Hon. Members are aware that there are specific rules that when any accusation is made against an officer, previous notice ought to be given to the hon. Minister. If I find that it is not a trivial matter and is a serious matter, I will ask the hon. Minister to answer. But the hon. Minister cannot have information about the conduct of every officer anywhere in the country, particularly when the officer does not belong to the Central Government but belongs to the State Government. Therefore if he wants information about this he should give previous notice and if I am satisfied that this is a matter which should be brought up, I will allow him to do so. He may proceed with the general question so far as this matter is concerned.

Shri Khadilkar: I can place at your disposal extracts of judgments. I have got them with me.

Mr. Speaker: That may be true. But the other side must have notice.

Shri Khadilkar: Regarding the present situation—I have just now come after visiting the place where firing took place—would it not be advisable for the Centre to act now instead of depending on the sweet will of the Chief Minister who is rather reluctant to settle this dispute?

Shri G. B. Pant: Regarding the law and order problem, all the complaints that have reached me have been referred by me to the Chief Minister of Mysore and also by my Ministry officially in some cases. I have drawn his attention to the complaints which seem to me to be of a particularly severe nature. I have also received his replies to some of them. So, I have made such requests to him as I considered appropriate. But the matter does not rest with me except to the extent that I have stated because I cannot order anything to be

done in a State which pertains to law and order problems in that State.

Shri Khadilkar: The hon. Minister has stated on the floor of the House that this border problem remains to be settled. It is the Centre's responsibility. So, in the present situation instead of keeping it hanging fire for too long, would it not be better to assert your authority now?

Shri G. B. Pant: Whether it is entirely the responsibility of the Centre or whether it is the responsibility of all of us to co-operate together to find solutions that would be satisfactory is not a matter on which I should dilate. But I have been striving to find out some solution and my efforts will continue.

Shri Naushir Bharucha: Is the Government aware that in connection with this border dispute problem 16,000 persons have been arrested, seven have been killed and 1,100 have been beaten up by the Police? Is the Government aware of these things?

Shri G. B. Pant: About this Mysore....

Shri Naushir Bharucha: Yes, about the Bombay and Mysore dispute. In the course of the agitation that has been going on there for several months, 16,000 people have been arrested, seven have been killed and 1,100 have been beaten up by the Police.

Shri G. B. Pant: I have no information.

Shri Achar: On a point of order, Sir. The question of law and order in a State.... (*Interruption*).

Shri Raghunath Singh: The Question Hour is over.

Mr. Speaker: I know that, Shri Achar.

Shri Achar: I wish to raise a point of order. I submit that this is a question that is directly relating to the law and order problem of a State. It is true that civil disobedience movement has been started and no-tax campaign has been started. On account of that, the State has to take certain steps. That is a matter which is entirely the subject-matter of the State. I submit that questions on that may not be allowed here.

Shri Tyagi: On a point of order, Sir. The Question Hour being over, my fear is that perhaps even the Chair is not entitled to extend it. I suggest that it must be strictly adhered to.

Mr. Speaker: Hon. Member, fortunately, is not still in the Government.

After the Question Hour, if there is any very important question, I ask the hon. Minister if he is willing to answer it. If he is not willing, I will not at all force any hon. Minister to answer a question. After the Question Hour is over, it is left to the hon. Minister to comply with the request or to say, "No, I am not prepared to answer it". In the later case, I would have kept quiet. But if he is willing....

Shri Tyagi: Even then it should not be taken up.

Mr. Speaker: In other cases too, if I find that a particular question is very important, I will give preference to it and put it before other questions. Under the rules I can do so. So far as the other point of order is concerned, part (b) of the question may be referred to. It says:

> "What steps Govenment propose to take to settle the disputes between Bombay and Mysore States......"

This has arisen out of a border dispute. Incidentally, firing, non-payment of taxes and other things have arisen. Though law and order may be a State subject, disputes between two States and whether they can be settled amicably is a matter which could be raised occasionally. Therefore I allowed him to ask the question and the hon. Minister has said that so far as the firing etc. are concerned, that is a State matter, but he is constantly making efforts to settle this dispute as amicably as possible.

Some Hon. Members rose—

Mr. Speaker: I have given sufficient time to this matter.

Shri Mahagaonkar: Even the M.L.As. have been beaten very severely.

Short Notice Question

भारत-पाकिस्तान वित्तीय वार्ता

अ०सू०प्र०सं० ४: { श्री रघुनाथ सिंह :
श्री एस० एम० बनर्जी :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि क्या उनका आर्थिक एवं वित्तीय विषयों पर बात चीत करने के लिए पाकिस्तान जाने का विचार है ?

The Minister of Finance (Shri Morarji Desai): As I indicated in the statement made by me in the Lok Sabha on the 9th February, 1960, it is proposed that the Finance Ministers of Pakistan and India should hold a meeting to discuss the financial issues outstanding between the two countries. The programme for the meeting has not yet been finalised, but it is expected that the meeting will be held at Rawalpindi between the 22nd and 28th of March.

Shri Raghunath Singh: May I know whether the hon. Minister will take up the question of the partition and canal water dues in this conference?

Shri Morarji Desai: Partition dues will be taken up, but canal water dues are not a question to be taken up.

Shri S. M. Banerjee: I want to know the specific points on which discussions are likely to take place, and whether there are any financial issues pending since 1947, i.e., after partition, and if so, what are those issues?

Shri Morarji Desai: They have been described times without number in this hon. House.

Shri Hem Barua: In view of the fact that they are going to meet at official level for the solution of these financial problems, may I know the financial problems that have been solved by how, and the outstanding financial problems that are yet to be solved?

Shri Morarji Desai: These questions have been replied to in this House before about the financial debts that are between the two Governments, and it is they which are going to be discussed, and settled, if possible.

Shri S. M. Banerjee: What is the total amount which is due from Pakistan as a result of partition etc.? What is the amount involved?

Shri Morarji Desai: If the total amount had been known, there would have been no difficulty. It is that which is going to be settled.

Shri S. M. Banerjee: It is not as if the hon. Minister is going to drill the whole thing and take it out. After all, some amount is known to them. I want to know what it is.

Mr. Speaker: No. What he has said is quite clear. There are claims and all the claims are not accepted evidently. That is why there is negotiation. Therefore, until the claims are settled, no amount can be fixed.

Shri S. M. Banerjee: What are the claims?

Mr. Speaker: Order, order. There is no good discussing like this.

WRITTEN ANSWERS TO QUESTIONS

New 50 Naye Paise Coins

*458. { **Shri Rameshwar Tantia**:
Shri Bibhuti Mishra:

Will the Minister of **Finance** be pleased to state when the new 50 Naye Paise coins are likely to be introduced for circulation?

The Deputy Minister of Finance (Shri B. R. Bhagat): The programme for the minting of the 50 naye paise coins is under consideration. It is not, therefore, possible to indicate

precisely at this stage when these coins are likely to be issued for circulation.

Oil Production in Assam

*467. **Shri P. C. Borooah:** Will the Minister of **Steel Mines and Fuel** be pleased to state:

(a) whether any estimates have been made of the economics of oil production in Assam;

(b) if so, whether it is a fact that the high construction cost of pipeline may make the production programme of Oil India and the two State Refineries uneconomic in spite of the favourable cost of exploration in Assam;

(c) how do the construction cost estimates of the Burma Oil Company Limited compare with the cost incurred in other countries;

(d) whether the estimates are on the high side or unfavourable; and

(e) if so, what steps are being taken for an economic execution of the pipeline project?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir. Work regarding oilfield development is being done by Oil India Private Limited, and the actual cost of production will be known after the oilfields have been brought to the production stage.

(b) So far, only the Revised Cost Estimates of the pipeline have been worked out and the final cost estimates will not be ready till April, 1960. All purchases to be made and contracts to be entered into for the construction of the pipeline will be only on the basis of competitive tenders. Till the tenders for all the items are received, it is not possible to estimate correctly the construction cost of the pipeline.

(c) to (e). In view of the fact that the construction cost estimates have not been finalised as yet, it is not possible to make a realistic comparison of the cost of pipeline construction in India with that in other countries. It can, however, be reasonably expected that since for all the material and contracts relating to the pipeline project, competitive tenders would be invited and since Burmah Oil Company (Pipe Lines) have undertaken to do survey, engineering, and other jobs at cost, the execution of the project would be on an economic basis.

Bank of China, Calcutta

*468. **Shri S. A. Mehdi:** Will the Minister of **Finance** be pleased to state:

(a) whether Government are aware that the Bank of China, Calcutta gives preference in advances to Chinese coming from the Mainland instead of to all Chinese; and

(b) if so, the action taken in the matter?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). Government are not aware of the grant by the Bank of China, Calcutta, of preferential treatment to the Chinese nationals coming from the mainland of China in the matter of sanctioning advances.

Oil Pipeline

*469. { **Shri Hem Barua:**
Shri Khimji:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the progress so far made by the Oil India Limited in laying the pipeline from the Nahorkatiya oilfield to the site of the proposed refineries;

(b) whether Government are exercising any vigilance on the work of this Company; and

(c) if so, what is the agency through which this vigilance is exercised and with what result?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) General survey of the pipeline route and the detailed study of the rivers to be crossed is in progress. Design specifications for 44 rivers out of 78 rivers to be crossed

have already been prepared and included in the tender for main pipeline construction. 208 miles of route of line has been marked. Notification under Section 4 of the Land Acquisition Act of 1894 has been issued for land upto 325 miles and for the entire land in Bihar (from about 570th mile to the 720th mile). Tenders for main pipeline construction, pumps, diesel engines and generating sets have been received and are under consideration. Drawings for major industrial buildings and for foundation work have been prepared. By the end of December, 1959 about 18,810 tons of line pipe was despatched from U.K.

(b) Yes, Sir.

(c) Government exercises vigilance over the work of the company through the agency of two Directors nominated by the Government of India. The result of this arrangement has been satisfactory.

Detention of an American Newsman by Chinese

*470. **Shri Vajpayee:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government's attention has been drawn to an incident which occurred at the World Agricultural Fair on the 8th February, 1960, in which an American newsman is alleged to have been detained by Chinese officials at the Chinese Pavilion;

(b) if so, the facts in this regard: and

(c) the steps taken by Government in the matter?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). On the 8th February 1960, the Chinese authorities in-charge of the Chinese Pavilion in the World Agriculture Fair objected to an American tourist taking photographs of their demonstration staff inside their Pavilion. The matter was reported to the Fair Security Officer and was amicably settled on the American tourist agreeing to destroy the film. No complaint was lodged with the police.

Pink Diamond

*472. **Shri Arjun Singh Bhadauria:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that a fabulous Pink Diamond, belonging to an Indian Prince, has been offered for sale in London; and

(b) if so, why it was allowed to be taken out of the country?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The Government have no official information on this point. A report, however, appeared in the Press a few days ago that a Pink Diamond probably of Indian origin weighing 34·64 carats will be offered for sale in London on the 17th March, 1960.

(b) The Government of India have no information to show that the diamond in question was exported out of India.

Free Legal Aid to the Poor

*473. **Shri Ram Krishan Gupta:**
Shri S. M. Banerjee:
Shrimati Ila Palchoudhuri:
Shri A. K. Gopalan:
Shri D. C. Sharma:
Shri Hem Raj:
Shri Siddiah:

Will the Minister of **Law** be pleased to refer to the reply given to Starred Question No. 1002 on the 17th December, 1959 and state:

(a) whether the scheme for providing free legal aid to the poor in the country has since been finalised; and

(b) if so, the details thereof?

The Minister of Law (Shri A. K. Sen): (a) The scheme is being finalised.

(b) Does not arise.

कालेजों और विश्वविद्यालयों में अत्यधिक छात्र

*४७४. { श्री भक्त दर्शन :
श्री राम कृष्ण गुप्त :
श्री श्रीनारायण दास :
श्री राधा रमण :
श्री मधुसूदन राव :
श्री हेम राज :

क्या **शिक्षा** मंत्री १७ दिसम्बर, १९५९ के अतारांकित प्रश्न संख्या १६०३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि कालेजों और विश्वविद्यालयों में छात्रों की अत्यधिक संख्या में कमी करने के लिए विश्वविद्यालयों में प्रवेश के हेतु कोई समुचित परीक्षा रखने का प्रस्ताव किस अवस्था में है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : विश्वविद्यालय अनुदान कमीशन ने अपनी ता० ११–१२-२-१९६० की पिछली बैठक में, विश्वविद्यालयों में दाखिले के लिए एक प्रवेश परीक्षा की व्यवस्था करने के प्रश्न पर विचार किया । कमीशन ने यह निश्चय किया कि विद्यार्थियों की सामाजिक और श्रम सेवा के सम्बन्ध में राष्ट्रीय सेवा समिति द्वारा रखे गये प्रस्तावों का इस मामले पर प्रभाव पड़ सकता है अतः इस प्रश्न पर बाद में दोबारा विचार किया जाय ।

Zoological Survey of India

*475. **Shri D. C. Sharma:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether Government have any scheme to strengthen the Zoological Survey of India to cope with the increasing demands for exploration in the country;

(b) if so, the main features of the scheme; and

(c) the additional expenditure to be incurred in this respect?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) The main features of the scheme are:

(i) Increased faunistic surveys;

(ii) Strengthening and reorganization of the Headquarters of the Zoological Survey of India; and

(iii) Setting up of six Regional Stations, four Field Stations, one Marine Survey Unit, and one Animal Population Studies Unit.

(c) Approximately Rs. 12 lakhs during the 3 years 1958-59 to 1960-61.

Separate Administrative Unit for Border Regions

*476. { **Dr. Ram Subhag Singh:**
Shri P. G. Deb:
Shri S. A. Mehdi:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government has seen the speech of the Uttar Pradesh Chief Minister that Government would consider setting up a separate Administrative Unit in the border regions for tackling various problems; and

(b) whether the Union Government has been approached in this connection and the reaction of Government to this proposal?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) The Scheme has been discussed between the Union Government and the Government of Uttar Pradesh and a new administrative unit is being formed with the approval of the Government of India.

Flourite deposits in Rajasthan

*477. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) how far the prospecting of flourite deposits in Durgapur in Rajasthan has proceeded:

(b) whether the Geological Survey of India have taken any part in the matter; and

(c) when the final report of the prospecting is expected to be submitted?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) As a result of prospecting carried out by the Rajasthan Department of Mining and Geology the available reserves of flourite ore containing about 20-30 per cent. calcium flourite have been tentatively estimated at about 1·5 million tons in the area so far prospected.

(b) No, Sir.

(c) The final report is likely to become available only on the completion of the present investigation.

Everest Expedition

*478. **Shri S. M. Banerjee:** Will the Minister of **Defence** be pleased to state:

(a) whether all the equipment required for Everest Expedition by the Indian team in 1960 has been manufactured in the Government Harness and Saddlery Factory, Kanpur; and

(b) if so, whether this equipment has been found suitable?

The Minister of Defence (Shri Krishna Menon): (a) No, Sir. Some of the items have been manufactured in this factory and a number of them in other Ordnance Factories. A few specialised items of equipment have been obtained from abroad.

(b) Yes, Sir. Important items of these equipment made in the Ordnance Factories were tried by the Himalayan Mountaineering Institute and found to be of good standard.

Manufacture of Motor-cycles in Ordnance Factories

*479. **Shri Rameshwar Tantia:**
Shri Kunhan:
Shri Goray:

Will the Minister of **Defence** be pleased to state:

(a) whether there is any proposal to manufacture motor-cycles in Ordnance Factories in collaboration with Japan; and

(b) if so, whether the deal has been finalised?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) and (b). Offers are received in the Ministry for technical collaboration for indigenous manufacture of different types of equipment. A Japanese Motor Cycle has undergone tests in this way in the appropriate Technical Development Establishment. No decision has been taken to introduce this Motor Cycle for the use of the Services.

Engineering Research Institute

*480. **Shri Raghunath Singh:**
Dr. Ram Subhag Singh:
Shri D. C. Sharma:
Shri Arjun Singh Bhadauria:
Kumari M. Vedakumari:
Shri Ayyakannu:
Shri Hem Barua:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether government have received any offer from the U.N. Special fund for establishing any Engineering Research Institute; and

(b) if so, full details of the agreement?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) The Agreement is laid on the Table of the Sabha. [*Placed in Library. See* No. 1938/60.]

Expedition to Annapurna II

*481. { Shri H. N. Mukerjee:
Shri Prabhat Kar:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that members of the Indian Army are participating with the British and the Nepalese armies in a mountaineering expedition to Annapurna II; and

(b) what are the details of the scheme?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) The Expedition consists of 6 members from the United Kingdom, 3 from India and 2 from Nepal. Due to illness, one of the Indian members has had to drop out. The Expedition is being led by Lt.-Colonel Roberts, who is at present Military Attache in the United Kingdom Embassy in Khatmandu. The members of the Expedition are gathered in Khatmandu and will make an attempt on Annapurna II in May 1960.

Most of the cost of the Expedition is being borne by the United Kingdom Committee. India's responsibility is to provide transportation charges for the move of the United Kingdom members from Bombay to Khatmandu and back, medical cover for the Expedition and some of the rations for the Sherpas. These are being met from non-governmental funds. Some items of equipment have been given on loan to the Expedition by Government in the Ministry of Defence.

Hindi Teachers' Training Colleges

*482. { Shri Ram Krishan Gupta:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Pangarkar:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 225 on the 23rd November, 1959 and state:

(a) whether the details for starting two Hindi Teachers' Training Colleges have been finalised; and

(b) if so, what they are?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The Andhra Pradesh Government have already started a Hindi teachers training course at the Government Basic Training School, Khairatabad, Hyderabad and training is at present being given to 40 Hindi teachers. A grant of Rs. 15,020 has been sanctioned to the State Government in December, 1959 for the expansion of the training course. The Government of Mysore have intimated their decision to start a Government Hindi Shikshaka Training College at Gulbarga in 1960-61.

Gold Bonds Scheme

*483. { Shri D. C. Sharma:
Shri Ram Krishan Gupta:
Shri Pangarkar:
Shri Ajit Singh Sarhadi:

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 202 on the 23rd November, 1959 and state the progress since made so far in finalisation of the Gold Bonds Scheme?

The Deputy Minister of Finance (Shri B. R. Bhagat): It has been decided that, in the present circumstances, the proposal for the mobilisation of gold by the issue of gold bonds need not be pursued.

'Palam Airport'

*484. { Dr. Ram Subhag Singh:
Shri S. A. Mehdi:

Will the Minister of Finance be pleased to state:

(a) whether there is an increase in air traffic at Palam;

(b) whether it is a fact that due to lack of sufficient Excise staff, the passengers are held up at the Customs counter; and

(c) if so, the number of extra excise personnel to be posted at Palam?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes, Sir. There has been some increase in the air traffic at Palam Airport;

(b) No, Sir. The passengers are not held up at the Customs counter due to lack of sufficient staff;

(c) The question does not arise.

Educational Grants to States

510. **Shri Madhusudan Rao:** Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 369 on the 23rd November, 1959 and state:

(a) whether the consolidated information from the State Governments regarding the spending of Central grants-in-aid for general education schemes during 1958-59 has since been received by Government; and

(b) if so, what are the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Complete information has not yet been received.

Post-graduate courses in Engineering and Technology

511. **Shri Hem Barua:**
Shrimati Ila Palchoudhuri:
Shri Halder:
Shri D. C. Sharma:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 730 on the 1st December, 1959 and state:

(a) whether the special committee appointed for evaluation and development of post-graduate courses in engineering and technology has submitted its report; and

(b) if so, whether a copy of the report will be laid on the Table?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) Does not arise.

Scholarships to S. C. and S. T. students in Kerala, Rajasthan and Manipur

512. **Shri Siddiah:** Will the Minister of **Education** be pleased to state:

(a) whether Governments of Kerala and Rajasthan and the Administration of Manipur are awarding scholarships to the students of Scheduled Castes and Scheduled Tribes who study in Public Schools; and

(b) if not, the reasons therefor?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The information is being collected from the States concerned and will be laid on the Table of the House.

Reserve Bank and State Bank branches in Mysore

513. **Shri Siddiah:** Will the Minister of **Finance** be pleased to state:

(a) the total number of branches of the State Bank of India and the Reserve Bank of India opened so far in Mysore State since 1st April, 1957;

(b) the names of places where these branches have been opened; and

(c) the names of places where these branches will be opened during 1960-61 and 1961-62?

The Minister of Finance (Shri Morarji Desai): (a) and (b). During the period from 1st April, 1957, to 31st January, 1960, 5 branches of the State Bank of India were opened in Mysore State, at the following places:

1. Gokak
2. Kumta
3. Sirsi
4. Bagalkot
5. Nippani

The Reserve Bank of India already has a branch at Bangalore.

(c) A branch of the State Bank of India is expected to be opened shortly at Jamkhandi. The programme for the opening of additional branches in that State has not been finalised.

Supply of Iron and Steel

514. Shri Chuni Lal: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the categories of iron and steel that are freely available to consumers at present;

(b) the categories of iron and steel in short supply; and

(c) when these categories will become freely available?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). The supply position of iron and steel is gradually improving. Heavy Structurals, Medium Structurals in metric section, Heavy Rounds, Pig Iron and Billets are now available in larger quantities. First Class Rails, Light Structurals, Plates, Sheets, Wire and thinner sections of Rounds are still in short supply. These categories also are expected to be available freely by the end of 1961 when all the three Steel Plants in the public sector will go into full production.

Central Social Welfare Board Grants to Mysore

515. Shri Siddiah: Will the Minister of **Education** be pleased to state:

(a) the names of the institutions in Mysore State to which grants have been sanctioned by the Central Social Welfare Board during 1959-60 so far;

(b) the amount of grant sanctioned to each of them; and

(c) the purpose for which they were utilised?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement giving the requisite information is laid on the Table of the Sabha. [*Placed in Library. See* No. 1939/60.]

Archaeological Museum at Konarak

516. Shri Chintamani Panigrahi: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) when the proposed archaeological museum at Konarak will be constructed;

(b) whether land for the purpose has been acquired; and

(c) the estimated expenditure for constructing this archaeological museum?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The foundation stone of the Museum at Konarak was laid by the Minister of Scientific Research and Cultural Affairs on 27th February, 1960.

(b) Yes, Sir. But the formal transfer has not yet been effected.

(c) The estimates have not yet been worked out.

Welfare Extension Project in Orissa

517. Shri Chintamoni Panigrahi: Will the Minister of **Education** be pleased to state:

(a) the kind of welfare extension projects established in Orissa by the Central Social Welfare Board with Central assistance during 1959-60 so far;

(b) the location of these projects;

(c) the total amount of Central assistance to Orissa in 1959-60 so far for this purpose; and

(d) the amount to be allocated to Orissa for this purpose for 1960-61 period?

The Minister of Education (Dr. K. L. Shrimali): (a) Welfare Extension Projects of Co-ordinated pattern.

(b) District	Name of Project
1. Ganjam.	Aska-II.
2. Ganjam.	Chattapur-II.
3. Phulbani.	G. Udaigiri.
4. Phulbani.	Phulbani-II.
5. Mayurbhanj.	Khunta-II.
6. Puri.	Bhubaneshwar-II.

(c) The Central Social Welfare Board has released a sum of Rs. 3,42,500 towards its share of expenditure on Welfare Extension Projects in Orissa State so far during 1959-60 of which Rs. 51,500 have been released for the above six projects.

(d) The Central Social Welfare Board does not make State-wise allocation. Releases are made according to the approved budget estimates in respect of each Project.

Income Tax Officials in Rajasthan

518. **Shri Onkar Lal**: Will the Minister of **Finance** be pleased to state:

(a) the number of Income-tax Officials involved in corruption cases in Rajasthan, district-wise during the years 1958-59 and 1959-60 so far; and

(b) the action taken against them?

The Minister of Finance (Shri Morarji Desai): (a) The number of Income-tax Officials against whom complaints of corruption were received in the Districts of Rajasthan during 1958-59 and 1959-60 was as follows:

District	1958-59	1959-60
1. Jaipur	..	2
2. Jodhpur	5	1
3. Sriganganagar	1	4
4. Beawar	1	1
5. Bharatpur	1	
6. Alwar		1
	8	9

(b) Out of 8 cases reported in 1958-59 proceedings were dropped in 6 cases as no *prima facie* corruption charge was established. In the remaining two cases enquiries are in progress.

Proceedings were dropped in one case reported in 1959-60 as no corruption was established. Enquiries are in progress in the remaining 8 cases reported this year.

Naga Hostiles

519. **Shri Vajpayee:**
Shri Assar:
Shri S. A. Mehdi:

Will the Minister of **Defence** be pleased to state:

(a) whether Indian Army units and Assam border security forces have had to go into action quite a number of times during December, 1959 and January, 1960, to combat Naga hostilities in the Assam-Naga Hills borders: and

(b) if so, the details of these encounters?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) It will not be in public interest to disclose the details of these incidents.

Sale of Timber

520. **Shri Ram Krishan Gupta**: Will the Minister of **Defence** be pleased to refer to the reply given to Unstarred Question No. 138 on the 18th November, 1959 and state:

(a) whether the reasons for the non-completion of the auction sale of 2,500 c.ft. of timber held on the 10th October, 1952 have since been investigated; and

(b) if so, the result thereof and the action taken in the matter?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The matter is still under investigation.

Scientific Instruments Committee

521. Shri Subodh Hansda:
Shri R. C. Majhi
Shri S. C. Samanta:
Shri C. K. Bhattacharya:
Shri Pangarkar:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to the Unstarred Question No. 1245 on the 10th December, 1959 and state:

(a) whether the Central Agency for taking further action on the report of the Scientific Instruments Committee has since been set up by Government; and

(b) if so, the constitution of the agency?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). Yes, Sir. The Central Scientific Instruments Organisation has been set up under the auspices of the Council of Scientific and Industrial Research.

The Director of the Organisation has been appointed.

Central Advisory Committee for Libraries

522. Shri Ram Krishan Gupta:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri S. C. Samanta:
Shri Mohan Swarup:
Shri Madhusudan Rao:
Shri D. C. Sharma:

Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 378 on the 23rd November, 1959 and state:

(a) whether Government have since considered the report submitted by the Central Advisory Committee for Libraries; and

(b) if so, action taken on the recommendations of the Committee?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The recommendations have been analysed and have been circulated to other Ministries of the Government of India, State Governments, University Grants Commission and the Universities, for comments.

Survey of Historical Temples in Punjab

523. **Shri Ram Krishan Gupta**: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 1586 on the 17th December, 1959 and state the nature of progress made so far in completion of survey of the historical and ancient temples in Punjab?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): A survey of antiquarian remains on village to village basis is in progress. The work was initiated in the District of Gurdaspur and, upto December 1959, 884 villages out of a total of 1617 villages in the District were surveyed.

Electricity Meters for Defence Quarters

524. **Shri Keshava**: Will the Minister of **Defence** be pleased to state:

(a) the number of water taps installed and electric connections provided for the military units and military offices without proper meters;

(b) whether there are any civilians in Defence accommodation who have not been provided with meters; and

(c) how long will it take to provide a meter to every consumer?

The Minister of Defence (Shri Krishna Menon): (a) Information is being collected and will be laid on the Table of the Lok Sabha as soon as possible.

(b) Yes, Sir.

(c) Action to provide meters, where necessary, is being taken and the work will be completed as early as possible.

Planetarium in Delhi

525. { Shri D. C. Sharma:
Shri Pangarkar:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 487 on the 1st December, 1959 and state the further progress made with regard to the construction of a building in Delhi where the planetarium can be put up for viewing by the public?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): Work has been awarded to the lowest tenderer and construction of the building of the Planetarium is expected to start shortly.

Training of Primary School Teachers

526. { Shri D. C. Sharma:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Pangarkar:
Shri Chintamoni Panigrahi:
Shri Ajit Singh Sarhadi:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 479 on the 1st December, 1959 and state the further progress made so far in the execution of the scheme for country-wide training of primary school teachers?

The Minister of Education (Dr. K. L. Shrimali): A statement is laid on the Table of the Sabha. [*See* Appendix I, annexure No. 101.]

Bal Bhavan in Delhi

527. **Shri D. C. Sharma**: Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 592 on the 4th December, 1959 and state:

(a) whether any progress has been made by the Central Public Works Department in the construction of a Bal Bhavan in New Delhi; and

(b) the amount spent so far?

The Minister of Education (Dr. K. L. Shrimali): (a) The following works have been completed:

(i) Director's Bungalow.

(ii) Supervisors' quarters—4 units.

(iii) Class IV quarters—8 units.

(iv) External Sewerage.

(v) External Storm Water Drains.

(vi) Internal Storm Water Drains.

The following works are in progress:

(i) Construction of Hobby rooms, Library and Administration room.

(ii) Provision of unfiltered water supply.

(iii) Roads.

(iv) Construction of compound wall.

(b) The amount spent by January, 1960 is Rs. 4,33,377.36 nP.

Planning Units in Universities

528. { Shri D. C. Sharma:
Shri Pangarkar:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 595 on the 4th December, 1959 and state the further progress made so far in setting up a Planning Unit in each University?

The Minister of Education (Dr. K. L. Shrimali): Proposals relating to the Third Five Year Plan have been received by the University Grants Commission from 16 Universities so far. It is not known which of the Universities have set up Planning Units for formulating the proposals. This information is being collected and will be laid on the Table of the Sabha in due course.

National Museum in New Delhi

529. **Shri D. C. Sharma**: Will the Minister of Scientific Research and

Cultural Affairs be pleased to refer to the reply given to Starred Question No. 604 on the 4th December, 1959 and state:

(a) the further progress made so far in the construction of the National Museum building in New Delhi; and

(b) the total amount spent so far on the project?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) 96 per cent. of the first phase of the building has been completed.

(b) Rs. 41,56,041 (upto the end of January, 1960).

Production of Goods in Ordnance Factories

530. Shri P. K. Deo: Will the Minister of **Defence** be pleased to state:

(a) the total value of goods produced in the Ordnance Factories in the year 1959-60 so far;

(b) how much of the production relates to goods meant for civilian use; and

(c) whether Government are proposing to stop production of civilian goods and switch on to military goods in the context of their larger demand now?

The Minister of Defence (Shri Krishna Menon): (a) The value of output upto December, 1959 of finished products of which accounts have been completed, is Rs. 14·97 crores, which exclude the items, Trucks and Tractors. These figures appertain only to part of the production during this period, as the figures in regard to the rest of products, are for accounting reasons not yet available. The total output during 1959-60 is estimated to exceed Rs. 26 crores.

(b) Upto December 1959, the provisional value of output for civilian use (including that for Government department but excluding Trucks and Tractors) was Rs. 2·21 crores of production of which final figures in regard to concerned items are now available.

(c) No. Sir. The production of Service Stores has always been given over-riding priority over civil production, and only that capacity which is not engaged on Service production is utilised for civil production.

The various measures which have been taken since 1957 have resulted in an increase in the productivity of labour and a greater utilisation of the installed machine tools. Consequently, it has so far been possible to undertake increased volume of work for the services without interfering with the existing civil trade commitments of Ordnance Factories.

As already stated, wherever there is any clash of interests in this respect, Service requirements are always given over-riding priority.

Indian Economic Service

531. Shri Ram Krishan Gupta: Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 1359 on the 14th December, 1959 and state the progress made so far with regard to the setting up of the Indian Economic Service and the Indian Statistical Service?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The final views of the Union Public Service Commission on the draft rules for the two Services have recently been received and further action to complete the remaining formalities has been taken in hand.

Gauhati Refinery

532. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri R. C. Majhi: }

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the number of Indian technicians being trained under the Ruman-

ians in India for the Gauhati Refinery; and

(b) the number of Indians sent to Rumania for training?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Training of Indian technicians in India has not yet been started. A programme for such training is being formulated and will be finalized shortly.

(b) 53.

मास्को में प्राच्यविद्याविशारदों की गोष्ठी

५३३. **श्री राधेलाल व्यास** : क्या **वैज्ञानिक अनुसन्धान और सांस्कृतिक-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विश्व के प्राच्यविद्याविशारदों की एक गोष्ठी मास्को की एक प्रख्यात साहित्यिक संस्था, वोक्स के तत्वावधान में आगामी ग्रीष्मकाल में होने वाली है; और

(ख) यदि हां, तो क्या उस गोष्ठी में भाग लेने के लिए प्राच्यविद्याविशारदों का कोई प्रतिनिधिमण्डल भारत से भेजने का विचार है ?

वैज्ञानिक अनुसन्धान और सांस्कृतिक-कार्य मंत्री (श्री हुमायून् कबिर) : (क) और (ख). हमें किसी सेमीनार की कोई खबर नहीं है लेकिन अगस्त १९६० में 'ओरियेन्टलिस्ट्स' की अन्तर्राष्ट्रीय कांग्रेस का २५वां अधिवेशन मास्को में होगा ।

भारतीय प्रतिनिधि मण्डल के इस सम्मेलन में भेजने का सवाल अगर कोई निमंत्रण आया तब उठेगा ।

Development of Laccadive Islands

534. { **Shri A. K. Gopalan:**
Shri Narayanankutty Menon:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether any representation has been received from the people of Laccadive Islands regarding the development of these Islands; and

(b) if so, the steps proposed to be taken to facilitate the economic and social development of the people?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Government had received some suggestions for inclusion of certain schemes in the Third Five Year Plan of the Laccadive, Minicoy and Amindivi Islands. These suggestion will be kept in view when formulating schemes for the Third Five Year Plan of these Islands.

Thefts in North and South Avenues

535. **Shri M. B. Thakore:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that innumerable thefts have been committed in the flats of Members of Parliament at North and South Avenues during the last 3 years; and

(b) if so, the steps that have been taken by Government to arrest the culprits and to recover the stolen property from them?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). No. Some cases of theft occurred which were carefully investigated by the police. Some stolen property has been recovered. The areas of North and South Avenues are continuously patrolled by the police as a precautionary measure.

Colonies for S.C. and S.T. Agriculturists in Andhra Pradesh

536. **Shri Madhusudan Rao:** Will the Minister of **Home Affairs** be pleased to state:

(a) the names of places where agricultural colonies have been started for Scheduled Castes and Scheduled Tribes in Andhra Pradesh under the schemes sponsored by the Government of India;

(b) the number of places where these have been proposed to be opened during 1960; and

(c) the amount granted and actually spent during 1958-59?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). The information has been called for from the State Government and will be laid on the Table of the Lok Sabha on receipt.

Scholarships to S.C. and S.T. Students in Andhra Pradesh

537. Shri Madhusudan Rao: Will the Minister of **Education** be pleased to state:

(a) the total amount asked for and sanctioned to the Andhra Pradesh Government for the post-Matric Scholarships to the students belonging to Scheduled Castes and Scheduled Tribes in the State;

(b) whether the grants sanctioned for such Scholarships have been fully utilised; and

(c) how many students have been benefited by this Scheme in Andhra Pradesh?

The Minister of Education (Dr. K. L. Shrimali): (a)

	Rs.
Amount asked for	9,65,700
Amount allotted	7,63,900

(b) The amounts allotted are expected to be utilised in full before the clos· of the current financial year:

(c) Up to the end of December, 1959, 2,582 students have been awarded scholarships for 1959-60, as indicated below:—

Scheduled Castes:	1,368
Scheduled Tribes:	64
Other Backward Classes:	1,150
Total:	2,582

हिमाचल प्रदेश में राजनीतिक पीड़ित

५३८. { श्री पद्म देव :
श्री भक्त दर्शन :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में अब तक राजनैतिक पीड़ितों को कुल कितनी धनराशि बांटी जा चुकी है और वह कब बांटी गई थी ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) : हिमाचल प्रदेश में अब तक राजनैतिक पीड़ितों को कोई रकम नहीं बांटी गई है। उनके मामले हिमाचल प्रदेश राजनैतिक पीड़ित समिति के विचाराधीन हैं।

Bharat Natyam

539. Shri Pangarkar: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the Sangeet Natak Akademi has advanced financial grants during 1959-60 for encouraging Bharat Natyam; and

(b) if so, the amount thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The matter has been considered by the Grants Committee of the Akademi but the final decision will not be known till after the meeting of its Executive Board to be held on 4th March, 1960.

Estate Duty Collections in Marathwada (Bombay)

540. Shri Pangarkar: Will the Minister of **Finance** be pleased to state the total amount collected as Estate Duty Tax in the Marathwada region of Bombay during the year 1958-59?

The Minister of Finance (Shri Morarji Desai): Rs. 13,071.

Torpedo Ship "Trishul"

541. **Shri Raghunath Singh:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a torpedo ship "Trishul" has been acquired from Britain for the Indian Navy; and

(b) if so, the cost of the ship?

The Minister of Defence (Shri Krishna Menon): (a) The construction of INS TRISHUL—new Anti-Submarine Frigate—has been completed in the U.K. and the Ship was commissioned for Naval Service on 13th January, 1960.

(b) It is not in accordance with established practice to disclose particulars regarding the cost of Naval ships.

Displaced Students in Tripura

542. **Shri Bangshi Thakur:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the number of displaced students, who are enjoying education stipends in Tripura at present, is less than that in the previous years;

(b) whether it is also a fact that the total sum of money, that is being given to displaced students in Tripura as stipend at present, has been reduced in comparison with the sum in previous years; and

(c) if so, the reasons therefor?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The information is being collected and will be laid on the Table of the Lok Sabha.

जकार्ता में भारतीय कला प्रदर्शनी

५४३. **श्री रघुनाथ सिंह :** क्या **वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) हिन्देशिया की राजधानी, जकार्ता में की गई भारतीय कला प्रदर्शनी का वहां की जनता ने कैसा स्वागत किया है; और

(ख) उस प्रदर्शनी पर कितना खर्च हुआ ?

वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री (श्री हुमायून् कबिर) : (क) नुमाईश बड़ी कामयाब साबित हुई है ।

(ख) ठीक ठीक खर्च का अभी पता नहीं लगा ।

Naval Establishment at Calcutta

544. **Shri B. Das Gupta:**
Shri Aurobindo Ghosal:

Will the Minister of **Defence** be pleased to state:

(a) whether any permanent establishment of Indian Navy has been opened in Calcutta; and

(b) if so, when?

The Minister of Defence (Shri Krishna Menon): (a) No, Sir. The permanent establishment opened during World War II was shifted to the newly constructed buildings in the vicinity of the Marine House, Calcutta, during December, 1959.

(b) Does not arise.

Illegal Entry from Tibet

545. **Dr. Ram Subhag Singh:**
Shri P. G. Deb:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether some people illegally entered India on the 23rd December, 1959 from Tibet; and

(b) if so, what are the details of the same?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Government are not aware of any person from Tibet having illegally entered India on the 23rd December, 1959.

Unidentified Submarine

546. { **Dr. Ram Subhag Singh:**
Shri P. K. Deo:
Shri P. G. Deb: }

Will the Minister of **Defence** be pleased to state:

(a) whether an unidentified submarine was seen near Cochin Port area as published in *Hindustan Standard*, Calcutta of the 29th December, 1959; and

(b) if so, the steps taken to identify the same?

The Minister of Defence (Shri Krishna Menon): (a) No, Sir. It may be mentioned that a Royal Navy Submarine HMS TOREDO, which was on passage from Aden to Singapore arrived off Cochin on 26th December, 1959 as there was a seriously ill case on board. The patient was transferred ashore and admitted to the Indian Naval Hospital Ship, SANJIVANI. After the transfer of the patient, HMS TOREDO proceeded on her onward passage to Singapore.

(b) Does not arise.

Salar Jung Museum and Library, Hyderabad

547. { **Shri Agadi:**
Shri Shankaraiya: }

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether there is any proposal after the Pay Commission Reports, to re-organise, regularise and integrate the service conditions of the Staff of the Salar Jung Museum and Library, Hyderabad (Andhra Pradesh);

(b) whether any Deputy Director's post has been sanctioned;

(c) if so, when it was filled up; and

(d) whether any proposal has been made for revising the present pay scales of the staff of the Museum and Library?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) No, Sir, but a post of Assistant Director has been sanctioned.

(c) It has not yet been filled up.

(d) Yes, Sir.

Assessment of Estate Duty, Gift Tax and Income-Tax

548. **Shri N. R. Muniswamy:** Will the Minister of **Finance** be pleased to state:

(a) what are the difficulties that have been brought to the notice of Government relating to assessments of estate duty, gift tax and income-tax; and

(b) the steps taken to remedy such difficulties?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The required information is as under:

Estate Duty.—The main difficulties which were brought to the notice of the Government in the matter of Estate Duty assessments were due to certain lacunæ in the existing provisions of the Estate Duty Act, 1953 relating to the procedure for assessment and recovery of duty. These lacunæ have been removed in the Estate Duty (Amendment) Act, 1958 (33 of 1958) which received the assent of the President on the 19th September, 1958 and which is expected to be brought into force shortly. The relevant provisions will be found in sections 21 and 25 of the Amendment Act.

Gift tax.—No major difficulty relating to the assessment of Gift Tax cases has been brought to the notice of the Government so far.

Income-tax.—A committee, namely, The Direct Taxes Administration Enquiry Committee was recently appointed by the Government under the Chairmanship of Shri Mahavir Tyagi to advise the Government on the administrative organisation and procedures necessary for implement-

ing an integrated scheme of direct taxation with due regard to the need for eliminating tax evasion and avoiding inconvenience to the assessees. The Committee devoted considerable thought to the problems arising in the course of income tax assessments, appeals and revision, collection and recovery, refunds, evasion and avoidance of tax, administration of the Income-tax Law and public relations. The Report submitted by the Committee constitutes a comprehensive document and copies thereof have already been laid on the Table of the House. The recommendations made by the Committee are receiving attention.

Tribals of Kalapani

549. **Shri Dasaratha Deb:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether any representation has been received from the tribals of Kalapani Mohanbhog of Sonamura Sub-division, Tripura, regarding their eviction from land, which had been under their possession for the last 25 years or so; and

(b) if so, what steps are being taken to allow the tribals to retain their land?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). A representation was received in April, 1959, from Shri Man Mohan and 29 others of Kalapani Mohanbhog of Sonamura Sub-division in Tripura against their eviction from certain land. This land measuring 54.21 acres, belonged to non-tribals but was being cultivated by tribals as bargadars. The Administration acquired this land in 1956 for the rehabilitation of displaced persons after the leader of the bargadars had given a written undertaking on behalf of all of them signifying their willingness to quit the land. The bargadars vacated the land voluntarily. Subsequently, some of them went back on the undertaking. As the tribals concerned had no right or title to the land, they could not be allowed to retain its possession. It has since been decided to settle these tribal bargadars in the Belonia Sub-division of Tripura.

Cases under Foreigners Act, 1946

550. **Shri Dasaratha Deb:** Will the Minister of **Home Affairs** be pleased to state:

(a) the number of notices served under Foreigners Act, 1946 in Tripura during 1957-58, 1958-59 and 1959-60;

(b) the number of court cases instituted under that Act; and

(c) the number of cases in which eviction has been given?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The information is being collected and will be laid on the Table of the House as soon as it is available.

Late Duty Allowance to Government Employees

551. **Shri Ram Garib:** Will the Minister of **Finance** be pleased to state:

(a) whether Government propose to allow late duty allowance to Government staff @ 50 per cent. more than the actual hours of duty put in after the day's work in Government offices; and

(b) if so, by when a final decision is likely to be taken in the matter?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The Pay Commission have recommended certain general principles for regulating the grant of overtime allowance, as also the rates of the allowance. These recommendations are receiving the consideration of the Government, and a decision thereon will be taken as early as possible.

Schools in Delhi

552. **Shri Ram Garib:** Will the Minister of **Education** be pleased to state what is the phased programme of Government for the construction

of school buildings in Delhi/New Delhi in the year 1960-61?

The Minister of Education (Dr. K. L. Shrimali): Construction of 48 School buildings in Delhi/New Delhi is proposed to be taken up during the year 1960-61.

Graduates

553. **Shri Madhusudan Rao:** Will the Minister of **Education** be pleased to state:

(a) how many students have graduated from all the Universities in our country in different fields during 1959-60;

(b) what percentage of the Graduates is usefully employed; and

(c) the number of unemployed graduates in the country at present?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The requisite information is not available. However, a statement giving the latest available information is given below:

Statement

(a) Out-put of Graduates (1st Degree) in different Fields of Education during 1958.

Examination	No. Passed
Arts	52,534
Science	18,236
Agriculture	1,485
Commerce	10,279
Education	11,208
Engineering & Technology	4,044
Law	5,679
Medicine	3,167
Veterinary Science	661
Others	55
(*b*) Total No. of Graduates, who got Employment through Employment Exchanges during 1959	13,061
(*c*) Total No. of Graduates on the Live Register as on 31-12-1959	39,641

Theatre at Hyderabad

554. **Shri Madhusudan Rao:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that the Union Government propose to offer grant for the construction of a theatre at Hyderabad; and

(b) if so, what is the estimated expenditure thereon?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) About Rs. 11 lakhs, out of which Government of India's share will be Rs. 2½ lakhs.

L.I.C. Officials sent abroad

555. **Shri S. A. Mehdi:** Will the Minister of **Finance** be pleased to state:

(a) the number of officials from Life Insurance Corporation who went to U.S.A. and Europe under Technical Co-operation Mission; and

(b) if so, the purpose of their visits?

The Minister of Finance (Shri Morarji Desai): (a) None of the officials from the Life Insurance Corporation have so far gone to U.S.A. and Europe under Technical Co-operation Mission:

(b) Does not arise.

House-rent Allowance to Tripura Employees

556. **Shri Bangshi Thakur:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that a proposal to give house-rent allowance to the employees of the Tripura Government is under the active consideration of the Government of India; and

(b) if so, when the decision is expected?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). The

question whether any house rent allowance should be granted to the employees of the Tripura Administration is under examination and a decision is likely to be taken shortly.

State Bank and Reserve Bank Branches in Punjab

558. **Shri Daljit Singh:**
Shri D. C. Sharma:

Will the Minister of **Finance** be pleased to state:

(a) the total number of State Bank of India and Reserve Bank of India branches opened so far in Punjab since 31st December, 1959; and

(b) the names of places where these branches have been opened?

The Minister of Finance (Shri Morarji Desai): (a) and (b). No branch of the State Bank of India has been opened in Punjab during the month of January, 1960.

There is no branch of the Reserve Bank in the Punjab State.

Training of I.A.F. Officers abroad

559. **Shri Daljit Singh:** Will the Minister of **Defence** be pleased to state:

(a) the number of Indians sent abroad for Air Force training during 1958-59 and 1959-60 so far; and

(b) the names of the countries where they were sent?

The Minister of Defence (Shri Krishna Menon): (a) Year 1958-59-71 Year 1959-60 (upto 17-2-60).

(b) It is not in the public interest to give the names of countries without the prior consent of all concerned.

Conference of Chief Justices of High Courts

560. **Shri Hem Barua:**
Shri Bibhuti Mishra:
Shri P. G. Deb:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that a three-day Conference of Chief Justices of High Courts was held towards the latter part of January, 1960 in New Delhi;

(b) if so, what is the broad outline of this discussion;

(c) whether any recommendations were made; and

(d) if so, what are they?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (d). A Conference of the Chief Justices of the various High Courts was convened by the Chief Justice of India in New Delhi from 27th to 29th January, 1960. Government have not received any communication regarding the proceedings of the Conference or any recommendations made by it.

Raw Materials for Steel Plants

561. **Shri Ram Krishan Gupta:** Will the Minister of **Steel, Mines and Fuel** be pleased to state at what stage is the proposal for establishment of a suitable organisation to ensure that the supply of raw materials keeps pace with the growing requirements of the steel plants in the public and private sectors?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Government recognise the importance of ensuring regular supplies of raw materials to the steel industry and the timely development of raw material sources to keep pace with increasing requirements. This has to be essentially achieved by securing co-ordination of the action of agencies responsible for prospecting, development and transport. Government have no intention of setting up a separate body for this purpose.

Criminal Cases in Manipur

562. Shri L. Achaw Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) the number of criminal cases filed in the Courts of the District Magistrate and the Additional District Magistrate of Manipur during the last three years; and

(b) the number of—

(i) cases discharged and transferred to other Magistrates; and

(ii) persons acquitted and convicted during the above period?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Excise Duty on Khandsari

563. Shri S. L. Saksena: Will the Minister of **Finance** be pleased to state:

(a) how much excise duty has been collected by Government on Khandsari sugar from 28th February, 1959, to 31st March, 1959 and from 1st of April, 1959 to 31st January, 1960 respectively;

(b) the expenses incurred by Government on the collection of this excise duty in the respective periods; and

(c) what was the total quantity of khandsari sugar produced in the country in each of these periods?

The Minister of Finance (Shri Morarji Desai): (a) and (c):

A statement showing realisation of Central Excise Duty and production of Khandsari sugar during March, 1959 and from last April, 1959 to 31st January, 1960 is given below:—

STATEMENT

Year and month	Duty	Production
	Rs.	Cwts.
*1st March to 31st March, 1959 .	84,650	59,956
1st April, 1959 to 31st January, 1960	16,18,939	3,70,926

(b) Since Central Excise staff is not deployed solely for the collection of duty on a particular excisable commodity, it is not practicable to calculate with any exactitude the expenses incurred on the collection of excise duty from Khandsari sugar.

Oil Drilling in Assam

564. Shri P. C. Borooah: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that while Oil India Private Limited has drilled 42 oil wells in Assam, only one well was drilled by the Oil and Natural Gas Commission; and

(b) if so, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) 63 wells (42 oil producing, 2 gas producing, 9 dry and 10 to be further tested) in Oil India Private Limited areas and one well by the Oil and Natural Gas Commission have been drilled in Assam.

(b) The number of wells drilled in Oil India Private Limited areas is larger because drilling work in those areas has been in progress since May, 1952, whereas the Oil and Natural Gas Commission commenced drilling in Assam only in June, 1959.

Death of a J.C.O. at Dhaula Kuan

565. Shri Arjun Singh Bhadauria: Will the Minister of **Defence** be pleased to state:

(a) whether a J.C.O. was accidentally killed at the shooting range of Dhaula Kuan in New Delhi on the 30th January, 1960; and

*Central Excise Duty on Khandsari Sugar was imposed on the last March, 1959 and not from 28th February, 1959.

(b) if so, why no precautions were taken?

The Minister of Defence (Shri Krishna Menon): (a) A J.C.O. was accidentally hit by a bullet while passing near the classification range at Delhi Cantt. on 31st January, 1960 and died on the same day.

(b) It has been reported that adequate safety precautions had been taken by the unit concerned.

A Court of Inquiry is in progress to investigate the circumstances in which the J.C.O. lost his life.

12·12 hrs.

PAPERS LAID ON THE TABLE

LETTER FROM H.E. MR. CHOU EN-LAI, PREMIER OF THE STATE COUNCIL OF THE PEOPLE'S REPUBLIC OF CHINA, ADDRESSED TO THE PRIME MINISTER

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I beg to lay on the Table of the House a copy of the letter dated 26th February, 1960 received by me from Premier Chou En-Lai. [*Placed in Library. See* No. LT-1933/60].

This letter has already appeared in the public press this morning, and it was at the instance of the Chinese Embassy here. I thought that before we handed it over to the Press, I should place it before Parliament, and fortunately there was no delay involved.

In this letter, as will be noticed, my invitation to Premier Chou En-Lai to come to India for talks has been accepted. I had suggested the second half of March. He has said that the month of April would suit him better. So far as we are concerned, we are equally agreeable to the month of April, and we shall proceed to get a definite date fixed as soon as possible. I am likely to leave India by about the end of April, possibly on the 30th April, to attend the Commonwealth Prime Ministers' Conference. That will not come in the way, that is the very last day of April. So, I hope that a definite date will be fixed for this for Premier Chou En-lai to come here for these talks, and I feel sure that when he comes here, he will receive the courtesy and hospitality which India always gives to distinguished guests.

Shri Braj Raj Singh (Firozabad): Since we are here in a democracy where Parliament must always be supreme, could the Prime Minister suggest to the foreign Embassies stationed in Delhi that whenever such letters are received, they should show the courtesy of Parliament being informed first and then issue to the press?

Shri Jawaharlal Nehru: This is an extraordinary proposal. It has nothing to do with the supremacy of Parliament. Even if I had given it to the press, there will be no discourtesy to Parliament. I felt it was proper for me to bring it here, but it is not merely a question of the Chinese Embassy doing it here. The letter was, no doubt, issued in Peking to the Chinese press and other foreign agencies.

Shri Braj Raj Singh: It was issued here in Delhi also.

Shri Jawaharlal Nehru: I know that. I am merely pointing it out. It appeared, I am told, in the broadcasts from London last evening. So, it becomes world news immediately, and for me to ask the Chinese Embassy here to wait for our Parliament would be rather extraordinary.

As a matter of fact, I might say that our own All-India Radio people who knew about this yesterday asked me if they could give it in their 9O' Clock news. I said: "You better not; I should like to place it before Parliament first." I could tell them that, but I cannot control the BBC and all the world agencies.

ANNUAL REPORTS OF NEYVELI LIGNITE CORPORATION LTD. AND HINDUSTAN STEEL LTD.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): I beg to lay on the Table, under sub-section (1) of Section 639 of the Companies Act, 1956, a copy of each of the following papers:

(i) Annual Report of Neyveli Lignite Corporation Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor-General thereon.

(ii) A review by the Government of the working of the above Corporation. [*placed in Library. See* No. LT-1934/60].

(iii) Annual Report of the Hindustan Steel Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor-General thereon. [*Placed in Library. See* No. LT-1935|60].

ORDERS ISSUED UNDER INTER-STATE CORPORATIONS ACT

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table, under sub-section (5) of Section 4 of the Inter-State Corporations Act, 1957, a copy of each of the following orders:

(i) The Bombay Nursing Council (Reconstitution and Reorganisation) Order, 1960, published in Notification No. G.S.R. 131 dated the 6th February, 1960. [*Placed in Library. See* No. LT-1936|60.]

(ii) The Degloor Market Committee (Reconstitution and Reorganisation) Order, 1960, published in Notification No. G.S.R. 172, dated the 13th February, 1960. [*Placed in Library. See* No. LT-1937|60.]

12.16 hrs.

LEAVE OF ABSENCE FROM THE SITTINGS OF THE HOUSE

Mr. Speaker: The Committee on Absence of Members from the Sittings of the House in their Eighteenth Report have recommended that leave of absence may be granted to the following Members for the periods indicated against each:

(1) Shri V. N. Swami	1st December to 22nd December, 1959 (Ninth Session).
(2) Her Highness Maharani Vijaya Raje Scindia of Gwalior .	16th November to 22nd December, 1959 (Ninth Session).
(3) Shri M. V. Krishna Rao .	16th November, to 17th December, 1959 (Ninth Session).
(4) Shri Balvantray Gopaljee Mehta .	8th February to 6th April, 1960 (Tenth Session).
(5) Shri Narasingha Malla Deb .	8th February to 15th March, 1960 (Tenth Session).
(6) Shri B. Pocker .	8th February to 29th February, 1960 (Tenth Session).
(7) Shrimati Ila Palchoudhuri .	8th February to 7th March, 1960 (Tenth Session).
(8) Shri U. Muthuramalinga Thevar .	8th February to 6th April, 1960 (Tenth Session).

[Mr. Speaker]

The Committee has also recommended that the absence of Shri Chowkhamoon Gohain for the period from the 4th May to 9th May, 1959 (Seventh Session), 3rd August to 12th September, 1959 (Eighth Session) and 16th November to 12th December, 1959 (Ninth Session), as indicated in the Report, may be condoned.

I take it that the House agrees with the recommendations of the Committee.

Hon. Members: Yes.

Mr. Speaker: The Members will be informed accordingly.

12·18 hrs.

CORRECTION OF ANSWER TO STARRED QUESTION NO. 586

The Minister of Education (Dr. K. L. Shrimali): Sir, while replying to a Supplementary Question asked by Shri Sonavane, M.P., to the Starred Question No. 586, on the 4th December, 1959, regarding Scholarships to the dependents of Political Sufferers, I had stated that we had placed funds at the disposal of the State Governments. The correct position is that the funds had been promised to the State Governments but actual adjustments will take place only after figures of actual expenditure incurred by the States concerned for the whole of the financial year have been received.

Shri Sonavane (Sholapur—Reserved—Sch. Castes): May I know whether the funds that are promised to be placed at the disposal of the State Government would be sufficient to meet the requirements of these political sufferers for the education of their children?

Dr. K. L. Shrimali: We have laid down certain conditions, and the schemes will have to be prepared according to these conditions, and, as I said, adjustments will be made when we receive reports from the State Governments.

Mr. Speaker: That is, if they are prepared to satisfy their part of the agreement.

12·19 hrs.

RAILWAY BUDGET—*Contd.*

Mr. Speaker: The general discussion on the Railway Budget for 1960-61 will now continue.

Shri Naushir Bharucha may continue his speech.

Shri Naushir Bharucha (East Khandesh): On Friday I had just begun my speech and expressed my doubt whether the finances of the railways were based on sound commercial principles, though one must necessarily acknowledge the fact that progress has been made all round.

In this connection, if we see the Figures of the Railway Budget, they disclose at a Glance the fact that the true state of financial affairs of the railways has been very cleverly concealed, and it would be no exaggeration to say that the railway Budget is a masterpiece in the art of camouflage.

It will be appreciated that, so far, for the last several years, we have been setting aside by way of depreciation only Rs. 45 crores. But if we examine the figures regarding the capital-at-charge, since 1957-58, when it was Rs. 1,222 crores, by now it has increased by over Rs. 300 crores, whereas additional provision by way of depreciation for these Rs. 300 crores of capital-at-charge has not at all been made. I ask the hon. Railway Minister what type of railway budget it can be that does not set aside adequate depreciation. I am aware of the fact that the Railway Minister has himself put the figure at Rs. 45 crores, though it was recommended only at Rs. 35 crores. I say

that that was a step in the right direction. But our depreciation is not being based on any scientific lines whatsoever.

In the first place, nobody has bothered to enquire whether the depreciation of Rs. 45 crores is based on the straight line method or the sinking fund method, whether the depreciation is intended to cover the original cost of the rolling-stock, what the service life of these rolling-stock is, and so on. Nobody has bothered whether it is going to be for provision for replacement. In fact, it is an *ad hoc* figure taken. My own opinion is that if the service life of various assets and fast-moving, and fast wearing-out assets were properly calculated, a depreciation of no less than Rs. 70 crores would be required annually. Therefore, by providing Rs. 45 crores only by way of depreciation, and showing Rs. 18 crores as surplus, the hon. Railway Minister has not given us a correct picture of the finances of the railways. Therefore, I say that this surplus is illusory, especially when one takes into consideration the very high percentage of over-aged engines and rolling-stock which are in a miserable state of repairs.

Replacement costs will be extremely high, and it appears that no attention has been paid whatsoever to the fact that a separate rehabilitation fund is absolutely necessary. In normal commercial undertakings, apart from the fact that there is a depreciation fund, there is also a rehabilitation fund provided which even the labour tribunals have acknowledged is a necessity in these days of quickly rising prices of capital assets. Therefore, my submission is that the Railway Budget does not disclose a correct state of affairs.

The second point that I desire to make is that last time when on the advice of the Railway Freight Structure Committee, the hon. Minister raised the freight on goods, we expected that there would be an additional revenue. But, it is rather surprising that for 1959-60, whereas the budget estimates provided for Rs. 272 crores, the revised estimates are found to be round about Rs. 264 crores, or Rs. 8 crores less than what we had anticipated. In other words, so far as the goods traffic is concerned, the law of diminishing returns has set in. I do not know whether the Railway Minister is aware of the fact that merely stepping up freight will not procure him additional revenue. It might be urged that we have got other funds in which we have got some surplus, and which will act as a stand-by for our deteriorating finances. For instance, we have got revenue reserve fund in which Rs. 53 crores are credited up to date. I have not been able to understand the purpose of the revenue reserve fund, unless it be to equalise the shortfall in revenue and pay up the deficits. If that were so, may I ask the Railway Minister why it is that when there are Rs. 53 crores in the revenue reserve fund, he has still put five naye paise as additional surcharge, in order to get only Rs. 14 crores? Why could this amount not be made good from Rs. 53 crores? It would seem, going by the figures which the Railway Minister has given, that if Rs. 45 crores are adequate depreciation then he had no business to put the additional surcharge of five naye paise, and get Rs. 14 crores, when he could have taken out that sum from the revenue reserve fund which contains Rs. 53 crores. So, he has to explain that fact.

My own opinion is that the revenue reserve fund should be scrapped and the assets in it should be transferred to a new fund to be called the "rehabilitation fund". The rehabilitation fund would help in rehabilitating the over-aged stock and would cover up at least part of the difference between the replacement cost and the original cost. If the hon. Minister feels that some time there might be a slack season when there might be a deficit

[Shri Naushir Bharucha]

in revenue, when he may have to impose additional freight to make up the loss, them I would suggest that additional imports should be levied for that particular purpose.

So far as the development fund is concerned, I am not at all satisfied that it has any purpose to serve. It has got a minus balance running into several crores of rupees, and I wonder what type of magic the Railway Minister is going to perform with the development fund in which there is absolutely no amount. I suggest the scrapping of the development fund altogether, and in its place the creation of a rehabilitation fund which will serve a better purpose, as our object should be first to rehabilitate and consolidate the wearing-out stock rather than think of development.

There is an important point on which the Railway Minister has made his comments, and very rightly too. He says that one of the reasons why we do not get sufficient goods earning is that a large number of wagons remains unutilised during the slack season, and therefore, it is a triple liability; the wagons, while they lie in the goods yard, rust, and more repairs are necessary for them, and in addition, they congest the railway yards, and cause delay in the flow of other trains. I quite agree with that, but that is not a new problem in the railways only. A similar problem has been encountered in other public utility undertakings, such as the electricity supply undertakings. There also, there is a seasonal demand. During winter months, there is a heavier rush for electricity consumption, and during summer months, there is slackness. Therefore, the electricity companies also find themselves with surplus generating equipment in the slack season. The same is the problem in the railways also. Therefore, the correct solution of that problem is not merely to make an appeal to the businessmen that they should stock the minerals and keep them ready to be removed when the railways find time. No. I suggest that the Railway Minister should seriously consider the question of introducing slack season freight rates, as is being done actually in the case of electricity supply, to take the peak load off the period when they are very busy.

Therefore, I would suggest this. For instance, take the question of conveyance of coal. If the railways calculate their out-of-pocket expenses per ton-mile, and reduce it by only five per cent, or I would say less than five per cent, and then prepare a schedule for the slack season, I am sure that automatically the industrialists and the miners and others will be induced to take advantage of the slack season, and the railways will benefit by it, because if they accept a rate at five per cent less than their out-of-pocket charge, still, rather than the wagons remaining idle, they will be earning a lot of revenue, and their yards also will be clear. I strongly recommend further exploration of this step.

I now come to the question of the contribution to the general revenues, which is Rs. 57 crores. I am not satisfied that the basis on which calculation is made for contribution to the general revenues is scientific at all. But I take it that that question is shortly going to be considered by a committee, and I hope some scientific basis will be evolved as a result of which corresponding to the increase not only in the income but also the capital-at-charge, the contribution to the general revenues will be calculated. There is ample guidance in respect of this in the numerous reports of the electricity service undertakings of America, which will give us some guidance as to how this contribution has got to be fixed and regulated.

Coming to the question of accidents, the hon. Minister has always stated that there is failure of the human ele-

ment. In the explanatory note that has been given to us, we have been told that 70 per cent of the accidents are due to failure of the human element. I strongly controvert that statement. I am of the opinion that while, no doubt, it would be wrong to deny that failure of the human element is responsible for a number of accidents—because that would be to deny that to err is human—largely it is due to other causes which I shall enumerate. Recently, I have had occasion to examine critically the working of what is known as the "automatic block system" on the suburban section of Bombay. I am of the opinion that the automatic block system is inherently defective and that a very careful scrutiny is required to be made into the working of this system. One of the ways suggested by the hon. Minister for handling larger traffic is increasing the length of goods trains. I may tell him that where the automatic block system is working, this may not be feasible at all because it will foul the track circuits and delay the other trains. Therefore, before extending the automatic block system beyond Kurla to Thana and Kalyan, it may be desirable to examine critically the entire working of this system. I am of the opinion that the working of the system itself tends to accidents—the system itself is accident-prone. Therefore, a careful inquiry into this is called for. If the hon. Minister will sit with me for a couple of hours, I can convince him why it is so.

Secondly, there are too many failures of automatic signals. The highest number of failures of automatic signals was over 200 in one month. That being so, how can you blame the drivers if they get involved in collision?

Thirdly, their own rules—the General Rules for the working of the railways and the Subsidiary Rules—are full of defects. These rules were framed half a century ago for a type of traffic which was moving very slowly and they are sought to be fitted into the time when the tempo of traffic has been vastly accelerated. Therefore, it is very necessary that the rules have got to be revised. The condemnation that the rules are defective comes from no less a person than the Government Inspector of Railways. I shall quote only one or two sentences from his Report on Railway Accidents. He says:

> "It was noticed that the subsidiary rules framed under rules 277 and 278 were not very clear and even might mislead the driver in the performance of his duty".

This is the verdict of the Government Inspector of Railways, that the rules are calculated to mislead the drivers. He further says:

> "...It, therefore, does not give the staff correct guidance under which the code has got to be worked".

Again:

> "It was necessary that the rules for the working of trains were very carefully and clearly worded so that these were of real help to the operating staff in the performance of their duty".

Could there be a greater condemnation of the working of the rules than that coming from the Government Inspector of Railways, who says that they are defective and require to be looked into?

I therefore appeal to the hon. Minister to look into this question more critically. I am not denying that there will be failure of the human element; that will be possible in many cases. But then 70 per cent is a figure which is put too high; there are other causes of failures which require to be carefully looked into.

Coming to the question of the grievances of railwaymen, in my view, the Pay Commission has spread considerable dissatisfaction amongst all. I appeal to the hon. Railway Minister to convene a conference of leaders of

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trade unions and discuss this matter. They are not unreasonable, as he imagines. Maybe they may appear to be so. But if you hold talks with them and discuss with them, you will find that they are very reasonable. They may suggest matters which you may consider. Ultimately, a way can be found for resolving the differences and preparing the ground for harmonious working.

With regard to accommodation for railway staff, particularly staff in the essential services and those who are transferred to other places and left to shift for themselves, I suggest that the question requires to be looked into. A concrete suggestion I would like to make would be the establishment of transit camps for railway servants transferred from one place to another. Then there are other grievances such as victimisation of railway union workers and threats of transfer which also require looking into.

Before I conclude, I shall refer to two or three points. One is about fuel consumption. I am aware of the fact that the Railway Minister himself was very frank on this point. When I first raised the question of fuel consumption, he said he himself was not satisfied with the answer given in the Explanatory Memorandum, and he appointed a Committee to look into the question. May I point out to him that he must examine carefully the pattern of fuel consumption on different railways? For instance, on page 54 of the Explanatory Memorandum the figures of coal consumption by the Central Railway are given. You will find that between 1954 and 1960, the fuel consumption increased by 150 per cent. In the case of the Northern Railway, it increased by 175 per cent. In the case of the Southern Railway, the increase registered is about 50 per cent only, while the increase in fuel consumption on the South-Eastern Railway is 125 per cent. Why is it that there is such a wide disparity in the increase of ' consumption? The hon. Minister will promptly reply that it depends upon greater traffic moving on certain railways—which may be an explanation. But this is not a complete explanation, because if you see the traffic receipts for each railway, you will find that whereas on the Central Railway the net increase in coal consumption was 150 per cent over this period, traffic receipts had risen by only 45 per cent. Then again, in the case of the Northern Railway, while the increase in coal consumption is by 175 per cent (net addition), the traffic increase is only 60 per cent. This is not also explained away by increased handling charges, freight charges and coal prices because in the case of the Southern Railway, 50 per cent is the net increase in consumption of fuel and 50 per cent. is the increase in traffic receipts.

So the pattern of fuel consumption requires to be looked into. Why is it that certain railways are only spending about 50 per cent more and getting 50 per cent more traffic receipts, whereas in the case of others there is an increase in consumption of 175 per cent and they get only 50 or 60 per cent more traffic receipts, over a period of years? This is a point which requires examination.

I must thank the hon. Railway Minister for one thing he has done for my constituency. He has fixed the "in transit rates" in the case of traffic of plantains from East Khandesh—which is a huge traffic. I think it is a really salutary step and on behalf of my constituency, I must express my grateful thanks to him for doing away with numerous difficulties experienced, and helping the promotion of this trade.

There is one last point—that also relates to my constituency; after all, I cannot get away from that fact—and that is about converting into board gauge the Jamner—Pachora railway line. There is a huge traffic on this line. The hon. Minister says that he is running the gauntlet of road trans-

port. But that is due to the fact that there is so much of transhipment for comparatively small distances that people do not bother to use the railway and, therefore, the road transport comes into competition. The whole conversion project may cost Rs. 5 crores. But this is a thing which I would request the hon. Minister to look into more carefully.

Finally, when the hon. Minister says that he will be able to handle 17 million tons more traffic, I have got my grave doubts. 17 million tons more traffic means 17,000 more goods trains, and 17,000 more goods trains means 50 more goods trains per day. Unless he introduces slack season rates and removes congestion, I do not think he will be able to handle 17 million tons additional traffic next year.

I think that on the whole, the finances of the railways require to be placed on such a footing that they should give a correct picture of the Railway Administration to this House. I hope the hon. Minister will take into consideration the criticism which I have levelled.

सुश्री मणिबेन पटेल (ग्रानन्द) : ग्रध्यक्ष महोदय, रेलवे मंत्रालय ने साल भर में काम तो काफी किया है, परन्तु छोटी-मोटी बातों की तरफ, जिन मे प्रवासियों को तकलीफ होती है, ग्रब भी ध्यान देने की जरूरत है। ग्राप ने फर्स्ट क्लास के महिलाग्रों के कम्पार्टमेंट में ग्रलामं बैल का प्रबन्ध करके बड़ा ग्रच्छा काम किया है, ग्रगर यह हो जाय तो ठीक है। मगर साथ ही साथ थर्ड क्लास के कम्पार्टमेंट्स जो महिलाग्रों के होते हैं उन में भी देखने की जरूरत है। ग्राप एक जगह तो सोने के लिए रिजर्वेशन का प्रबन्ध करते हैं परन्तु जिस समय हम महिलाग्रों के लिए भी रिजर्वेशन करने की बात कहते हैं ग्राप उस पर ठीक से ध्यान नहीं देते। ग्राप को उन के लिए भी स्लीपिंग बर्थ्स का प्रबन्ध करना चाहिए। पुरुषों के समय की कीमत है लेकिन महिलाग्रों को एक-एक घंटे, दो-दो घंटे पहले से ग्रा कर स्टेशन पर बैठना पड़ता है जगह पाने के लिए। ग्राप को उन के समय की भी कीमत समझनी चाहिए।

एक तरफ ग्राप फर्स्ट क्लास में ग्रलामं बैल लगाने की बात सोचते हैं वह ग्रच्छी बात है, मगर दूसरी तरफ थर्ड क्लास के कम्पाटमेंट्स के दरवाजे भी बन्द नहीं होते। बोल्ट्स ठीक नहीं होते हैं। निकल गये होते हैं। इस का नतीजा ठीक नहीं होता है क्योंकि दरवाजे खुले पड़े रहते हैं। इस सब को देखने की जरूरत है।

मैं सफाई के बारे में भी कहूं। फर्स्ट क्लास में तो ब्रुश से सफाई होती है, कपड़े से सफाई कराई जाती है, लेकिन थर्ड क्लास में सफाई करने के लिए जो लोग ग्राते हैं वह पाखाने की झाड़ू से कम्पार्टमेंट साफ करते हैं। यह बहुत खराब बात है। ग्रगर उस को ग्राप कपड़े से साफ करवाने की जरूरत नहीं समझते तो क्या उन में कम धूल उड़ती है? क्या थर्ड क्लास के प्रवासियों के कपड़े खराब नहीं होते? उन की सफाई की ग्रोर ग्राप को ध्यान नहीं देना चाहिए? जब हम सब को एक तरह से रखने का प्रबन्ध कर रहे हैं तब इस प्रकार का भेद-भाव फर्स्ट क्लास में ग्रौर थर्ड क्लास में क्यों होना चाहिए?

ग्रपने यहां इस समय कोचेज ग्रौर डब्बे बनते रहते हैं। मेरा यह ख्याल है कि उन का ठीक से इन्स्पेक्शन होना चाहिए। किन्हीं में बारी पूरी बन्द होती है, किन्हीं में नहीं बन्द होती। एक इंच का दस या बारहवां हिस्सा तक निकला रहता है, उस का हिस्सा जिस की वजह से बारी पूरी बन्द नहीं होती। जब ट्रेन तेजी पर होती है तो उस में से काफी धूल ग्राती है ग्रौर बारिश के दिनों में पानी भी ग्राता है। यह कोई थर्ड क्लास में ही नहीं होता है, फर्स्ट ग्रौर सेकेन्ड क्लास में भी होता है। यह सिर्फ इन्स्पेक्शन की कमी के कारण है। जब कारखाने से हमारी कोचेज बाहर निकलें तो उस के हर एक दरवाजे को ठीक से देख लेना चाहिए कि उस का ऐंगल ठीक है या नहीं

[सुश्री मणिबेन पटेल]

और वह सब तरफ से बन्द होता है या नहीं।

मैं ने सुना है कि जो मजदूर स्टेशन पर रखे जाते हैं प्रवासियों के बोझ को उठाने के लिए उन को कंट्रैक्ट पर रखा जाता है, और कंट्रैक्ट के लिए हर एक मजदूर को १००, २०० और ३०० रु० देना पड़ता है, तब कहीं उन को रेलवे में रखा जाता है। अगर इस तरह से हो तो यह बहुत बुरी बात है। फिर प्रवासियों को जो रेट उन को देना पड़ता है उस की दर ४ आ० या २५ नये पैसे पर हेड लोड है। लेकिन आज वे लोग हर एक चीज के लिए ४ आ० मांगते हैं। जब एक ट्रेन से दूसरी ट्रेन पर जाना हो या एक प्लेटफार्म से दूसरे प्लेटफार्म पर ट्रेन पकड़ने के लिए जाना हो, तो मैं ने अपनी आंखों से देखा है कि यह मजदूर १ रु०, २ रु० या ३ रु० तक यात्रियों से मांगते हैं, और जिस आदमी को गरज होगी, जो गाड़ी को चूकना नहीं चाहता, उस को लाचारी से देना पड़ता है। रेलवे का स्टाफ स्टेशनों पर खड़ा रहता है, उधर भी जाता है, लेकिन इस तरफ कोई देखता नहीं है।

आप हर साल कर्टसी वीक मनाते हैं परन्तु एक ही हफ्ते तक वह विनय और विवेक रहता है। चार दिन पहले मैं एक कागज ले कर यहां ही आप के एक बड़े अफसर के पास गई और उन से पूछा कि इस में कंसेशन के बारे में लिखा है उस में क्या बात है। उन्होंने मुझ से यह कहा कि मैं तलाश करूंगा। पर साथ-साथ यह भी कहा कि यह तो ऐसे ही बना दिया गया होगा। इस प्रकार का उन का मानस है और इस प्रकार से वे मुझे जवाब देते हैं तब यह सोचना चाहिए कि उस बेचारे आदमी की जो पैसा खर्च कर के यहां आता है क्योंकि महीनों हो जाने पर भी उसे चिट्ठी का जवाब नहीं मिला है, उस की क्या हालत होगी। आप के इस आर्गेनाइजेशन में अभी भी इस तरह के आदमी बैठे हैं जो इस तरह का व्यवहार लोगों से करते हैं। मेरी यह विनती है कि इस बारे में अभी भी आप के बड़े-बड़े अफसरों को ख्याल नहीं आया है कि वह कम्पनी की रेलवे नहीं है और यहां पर परदेशी शासन नहीं है, अब अपने स्वतंत्र भारत का शासन है और हर एक रेलवे कर्मचारी जो है वह छोटे से छोटे आदमी का कर्मचारी है। करीब-करीब एक महीने पहले की बात है मैं अहमदाबाद एलिस ब्रिज स्टेशन पर रात के करीब पौने दस बजे गई। सारे शहर में बिजली है, लेकिन उस स्टेशन पर बिजली का पता नहीं है। छोटी-छोटी मिट्टी के तेल की बत्तियां हैं। फर्स्ट क्लास का पैसेन्जर अपनी जगह ढूंढ रहा था, उसको रिजर्वेशन मिलता नहीं। उसने गार्ड से कहा कि हमारा रिजर्वेशन कहां है जो कि मैंने करवाया है? गार्ड कुछ काम कर रहा था, शायद ब्रेक में सामान रखवा रहा था, उसने कहा कि मैं अभी आता हूं। समय होने लगा तो मुसाफिर ने कहा कि जल्दी करो। गार्ड आया और अपनी बत्ती से देख कर उसे बतलाया। परन्तु साथ ही साथ कहा कि यह गार्ड का काम नहीं है। और कौन बतलावे? इस प्रकार का मानस अभी भी है। स्टेशन पर जब हम आते हैं और रेलवे कर्मचारियों से कुछ पूछना चाहते हैं तो रेलवे कर्मचारियों के कपड़ों पर या उसके शरीर पर तो यह लिखा नहीं रहता है कि इस कर्मचारी का यह काम है और इस कर्मचारी से यही काम लिया जायेगा, सब की पोशाक एक सी होती है, कोई स्टेशन मास्टर होता है, कोई टिकट चेकर होता है, कोई गार्ड होता है, सब को देख कर कैसे समझें कि किस से क्या पूछना है, तब हम बड़ी कठिनाई में पड़ जाते हैं। हम कुछ कहते हैं तो हम को जवाब मिलता है कि सफाई वाले को भेजना काम हमारा नहीं है, पानी नहीं है तो वह काम हमारा नहीं है। अब हर एक कर्मचारी का अलग-अलग काम है तो क्या हर एक प्रवासी हर एक को ढूंढने के लिये जावे?

मैंने आप से बार-बार बिनती की है कि कृपा कर के महिलाओं के डब्बे को आखीर में भी न रखिये और शुरू में भी न रखिये क्योंकि आजकल ट्रेनें बहुत लम्बी हो गई हैं । न तो आखीर में पानी का प्रबन्ध होता है और न शुरू में, न वहां कोई दूध देने आता है, न खाना देने आता है । छोटे-छोटे बच्चों को लेकर महिलायें आती हैं, वे कैसे किसी को बुलायें या कहीं जायें ? किसी रेलवे कर्मचारी से कहती हैं, तो वह जवाब देता है कि यह हमारा काम नहीं है । वहां पर कोई सफाई वाला भी नहीं पहुंचता है क्योंकि अभी तक आपके कर्मचारियों के दिल में यह बात नहीं आई है कि थर्ड क्लास के कम्पार्टमेंट का पानी का प्रबन्ध कर देना उसका काम है या यह कि वह थर्ड क्लास वालों के पास जाये और उनसे पूछे कि आप को क्या चाहिये । इससे मुझे सन्तोष नहीं है, मुझे पहचान कर मेरी बात पर ध्यान दें । कहीं पर कोई भी कम्पार्टमेंट हो, कर्मचारियों को कर्तव्य है कि बड़े-बड़े स्टेशनों पर उसमें सफाई करवायें, उन्हें देखना चाहिये कि उसमें पानी आता है या नहीं, पानी ठीक से निकलता है या नहीं । इसके बारे में भी आप को ध्यान देने की बहुत जरूरत है ।

जो डी लक्स ट्रेन्स चलती हैं, उनमें आपने थर्ड क्लास लगाया यह तो अच्छा किया । डी लक्स ट्रेन्स में जो फर्स्ट क्लास हैं उनमें तो ट्रेन के अन्दर सफाई का सारा प्रबन्ध है, लेकिन जो आर्डिनरी थर्ड क्लास हैं उनके लिये स्टेशन पर सफाई वाला रहना चाहिये और उसे उन की सफाई ठीक से करनी चाहिये । हम जब सब को बराबरी देते हैं तो कम से कम इतना ख्याल तो हमें करना चाहिये । डी लक्स ट्रेन में हर कम्पार्टमेंट में सफाई वाला नहीं है और डी लक्स ट्रेन में एयर कंडीशन कम्पार्टमेंट से दूसरे कम्पार्टमेंट में सफाई वाला नहीं आ सकता है, यह मैं समझती हूं । परन्तु स्टेशन पर तो सफाई वाला वहां हाजिर रहना चाहिये और आपके कर्मचारियों को देखना चाहिये कि उन कम्पार्टमेंट्स की सफाई ठीक से हो । वह सफाई बाथरूम की झाड़ू से नहीं की जानी चाहिये । कम्पार्टमेंट की झाड़ू अलग होनी चाहिए और थर्ड क्लास के कम्पार्टमेंट की सीटों को भी कपड़े से साफ करने की जरूरत है ।

एक दूसरी बात मुझे आपके रेलवे क्रासिंग के बारे में कहनी है । हर जगह आपके फाटक रहते हैं । पर कई जगह फाटक तो बने हुए हैं पर दोनों तरफ की एप्रोच रोड्स बनने को बाकी हैं । जब हम आपको कहते हैं तो जवाब मिलता है कि हमने तो लोकल बोर्ड को लिखा है, हमने तो म्युनिसिपैलिटी को लिखा है । उनसे कहा गया है कि इतना काम हो जाए तो हम आगे फाटक खोल सकते हैं । मैं कहती हूं कि इस तरह से कागजी काम करने से नहीं चल सकता । छोटे-छोटे लोकल बोर्ड हैं, और म्युनिसिपैलिटियां हैं, उनके पास पैसा नहीं है । और वह कुछ कर नहीं सकते । आपका एक रूल है उसको मैं बदलने को नहीं कहती लेकिन आपके आफिसर को गवर्नमेंट लेविल पर जाना चाहिए और एपाइंटमेंट लेकर जावें और इस काम को करें । ऐसा न होने से लोगों को आने-जाने में बहुत तकलीफ होती है क्योंकि उनको रास्ता नहीं मिलता । जो फाटक का दरवाजा बन्द रहता है उससे कोई फायदा नहीं । उनको बीच में से जाने को नहीं मिलता । इससे तकलीफ होती है । तो इस तरफ ध्यान देने की जरूरत है ।

मैंने पिछले साल आपसे कहा था तो एक इंजीनियर मेरे पास मिलने आया था । नेउस कहा कि म्युनिसिपैलिटी यह नहीं करती और म्युनिसिपैलिटी वह नहीं करती । तो मैंने कहा कि मुझे बताओ कि क्या कठिनाई है । मैं इसको आगे पहुंचा सकती हूं । देखना है कि मेरे पास यह कब आता है । पर मैं तो कहती हूं कि आपको एक सिद्धान्त

[सुश्री मणिबेन पटेल]

बना देना चाहिए कि जहां रेलवे के फाटक हों उनका काम चालू करने के लिए हायर लेविल पर काम किया जाना चाहिए।

मैंने यह भी देखा है कि आपका साधारण नियम यह है कि दस मिनट के लिए फाटक बन्द रखा जाए, दस मिनट से ज्यादा फाटक बन्द नहीं रहना चाहिए और ट्रैफिक जारी रहना चाहिए। मगर मेरा अनुभव यह हुआ है कि बीस-बीस, पच्चीस-पच्चीस मिनट तक मैं खड़ी रही हूं और पैसिंजर खड़े हैं क्योंकि शंटिंग चलता रहता है। इसका मुझे हाल में ही महीना सवा महीना हुआ अहमदाबाद के पास सरखेज स्टेशन के पास अनुभव हुआ है। ऐसी जगहों पर लोगों को बहुत मुश्किल होती है। जिस तरह से आपका समय कीमती होता है इसी तरह से आम जनता को भी समय की कीमत रहती है। तो इसकी तरफ खास ध्यान देने की जरूरत है।

यह भी देखना चाहिए कि नई लाइन डालने में आप यह न कहो कि उधर कोई व्यापार नहीं है, धन्धा नहीं है, हमको आमदनी नहीं मिलेगी और इसलिए हम लाइन नहीं बढ़ायेंगे। आज जो इंटीरियर में विकास नहीं होता है उसका कारण यही है कि उनको कोई रास्ता नहीं अपना माल निकालने के लिए। गेहूं का भाव इधर शहर में २० रुपया मन है तो इन जगहों में दस रुपया और पांच रुपया मन रहता है। लेकिन वहां के लोग अपना माल यहां ला नहीं सकते और व्यापारी भी आसानी से वहां नहीं जा सकते और इस तरह से किसान को पूरा पैसा नहीं मिलता। तो मेरा कहना है कि इस तरफ भी सोचना चाहिए और यह भी सोचना चाहिए कि इस तरह से लाइनों का प्रबन्ध किया जाए कि जिससे बाटिलनैक न हों जैसे कि वीरमगांव में है। इस लाइन के अलावा अगर आप एक लाइन सुजित्रा, द्वारिका, बड़ौदा बना दें तो प्रेशर कम हो जाएगा और काम हलका हो जाएगा और आपकी लाइन बड़ौदा से दिल्ली तक चली जाएगी। तो यह भी मैं आपको सोचने को कहती हूं।

मुझे मालूम नहीं कि मीटर गेज की लाइन पर आपका सफाई के लिए क्या प्रबन्ध है। लेकिन इधर मैं शहादरा स्टेशन गई थी। मुझे मीटर गेज से जाने की जरूरत थी। मैं उस ट्रेन से पहली बार गयी थी। मैंने उस स्टेशन पर पांच-पांच मिनट बाद तीन बार सफाई करवायी और तीनों बार बहुत मिट्टी निकली। तो इतनी सुन्दर होती है सफायी और एक बात और है। जो सफाई करने वाला था उसका कुरता सफेद था। उसे फिकर थी कि उसका सफेद कुरता मैला न हो जाए, इसलिए वह सफाई ठीक से नहीं करता था। मुझे एक रेलवे कर्मचारी ने बतलाया कि अब सफाई करने वालों को सफाई करने में शर्म आती है और वे सफाई करना नहीं चाहते। जब आप उनको लगाते हो तो क्या आप उनको यह नियम नहीं बतलाते कि उनको इस तरह से काम करना होगा? आपको मीटर गेज ट्रेन पर खास ध्यान देने की जरूरत है। अगर आप मीटर गेज को कायम रखना ही चाहते हों तो उसके डब्बे ठीक हों, उनकी सफाई ठीक से हो। उनकी बारी, दरवाजे जो हैं उनको ठीक से रिपेयर कर देना चाहिए। उन डब्बों की हालत बहुत बुरी है, और उन में भीड़ भी बहुत है। मीटर गेज जनता को मेन स्टेशन पर लाना चाहिए ताकि अगर कोई मुसाफिर शिकायत करना चाहता है तो कर सके। इन डब्बों में बत्ती बहुत धीमी जलती है। जब ट्रेन चलती है तो बत्ती बन्द हो जाती है, जब ट्रेन रुकती है तो जरा-जरा बत्ती जलती है। पंखे लगे हैं तो स्विच ठीक नहीं काम करते। मेरी समझ में नहीं आता कि जब ट्रेन शुरू होती है तो उसका इंस्पैक्शन

किस तरह किया जाता है। ट्रेन साफ नहीं होती, बत्ती नहीं जलती, पंखा नहीं चलता, कौन इंस्पैक्शन करता है जो इन चीजों को नहीं देखता ? तो इस तरफ ध्यान देने की जरूरत है। आपने शाहादरा स्टेशन पर मीटर गेज जनता एक्सप्रेस को रखा है। वहां पर न शैड है और न कुछ और है। अगर कोई पैसिंजर शिकायत करे तो कोई सुनने वाला नहीं। इसलिए इसको मेन स्टेशन पर रखिए जिस से मुसाफिरों को सुविधा हो। अगर आपने कोई फर्स्ट क्लास ट्रेन उधर डाली होती तो मुसाफिर शिकायत करते तो उसको सुना भी जाता। पर आपने एक थर्ड क्लास ट्रेन को उधर डाल रखा है जिसकी कोई परवाह नहीं करता। इसलिए यह सोचना चाहिए कि उसको किस तरह मेन स्टेशन पर लाया जा सकता है।

जहां तक मेरा ख्याल है आप ने पिछली बार शायद कंसलटेटिव कमेटी में वायदा किया था और बम्बई टाइम टेबिल कमेटी में तो किया गया ही था कि अहमदाबाद से सूरत और सूरत से अहमदाबाद एक ट्रेन बढ़ायी जायगी। पिछली बार बाढ़ आ गयी अक्तूबर महीने में और इसलिये आप उस को नहीं चला सके, इस को तो मैं समझ सकती हूं। परन्तु बाढ़ के समय जो लाइन में टूट हुई और जो ब्रीचेज हुए उस वक्त तो आप ने महीने भर काम इतना जोर से किया और रेल चालू कर दी, परन्तु इधर धीरा, धीरा, धीरा काम हो रहा है और साल होने को आया और आप कहते हो कि हम अभी वह ट्रेन नहीं चला सकते। अब नई स्टेट बनेगी तब तो प्रेशर और भी बढ़ जायगा। इसलिये मेरी विनती है कि किसी न किसी तरह से पहली मई को इस ट्रेन को चालू कर दीजिए।

और यह हर साल वैस्टर्न रेलवे पर सूरत और बड़ौदा के बीच, बलसार और बड़ौदा के बीच में बारिश के समय में ब्रीचेज होते हैं। उन की मरम्मत का काम कैसा होता है कि हर साल फिर उसी जगह पर ब्रीचेज हो जाते हैं। कृपा कर के इस तरफ देखने की खास जरूरत है। और रेलवे वाले

अध्यक्ष महोदय : अब समाप्त करना चाहिये।

सुश्री मणिबेन पटेल : साल में एक बार बोलती हूं, जरा कहने दीजिये कृपा कर के।

रेलवे वाले किसी चिट्ठी का जल्दी उत्तर दे दें तो बड़ी मेहरबानी। नहीं तो तीन-तीन चार-चार महीने तक चिट्ठी का उत्तर नहीं देते। अभी रेलवे मंत्रालय ने बम्बई में टाइम टेबल कमेटी की बैठक ६ तारीख को रखी। इधर ८ तारीख को राष्ट्रपति का संसद् के दोनों हाउसिज के सामने भाषण था। मुझे एक महीना पहले वह चिट्ठी मिली। मैं ने तुरन्त उन को लिखा कि आप संसद् के सभा सदों को टाइम टेबल कमेटी का सदस्य बनाते हैं और चाहते हैं कि हम उन में आप को मशविरा दें और हम को भी वहां आने की इच्छा है, लेकिन जो तारीख आप ने रखी है, उस को देखते हुए यह कैसे सम्भव है कि हम कमेटी की बैठक में भी हाजिर हों और इधर संसद् में भी हाजिर हों, इसलिए या तो दो-चार दिन पहले मीटिंग रखें और या चार-छः दिन बाद में। मैं ने उन को जो चिट्ठी लिखी, उस का न तो एकनालेजमेंट आया है और न कोई जवाब आया है। मैं ने बंगलौर कांग्रेस से वापस आते समय टेलीफोन से वैस्टर्न रेलवे के बम्बई आफिस से बात की। रेलवे मैनेजर तो नहीं मिले, इसलिये उन के असिस्टेंट से मैं ने बात-चीत की। उन्होंने मुझे कहा कि मैं आप की बात बता दूंगा, लेकिन अभी तक मेरी चिट्ठी का जवाब नहीं मिला है। वह मीटिंग हो गई और उस के मिनटस मेरे पास आये हैं।

[सुश्री मणिबेन पटेल]

इस तरह का रेलवे का व्यवहार रहता है और इस से जनता को बहुत तकलीफ़ होती है। तीन-तीन, चार-चार, छ:-छ: महीने जवाब नहीं मिलता है। जब हम को जवाब नहीं मिलता है, तो आर्डीनरी, बेचारे सामान्य लोगों को क्या मिलता होगा ?

12 hrs.

हम देश में एक तरह से समाजवादी समाज की रचना करने जा रहे हैं, तो पैसेंजर्ज में रेलवे कर्मचारी जो भेद करते हैं–फ़र्स्ट क्लास के पैसेंजर को अच्छी तरह देखना, उस के साथ विनय के साथ बर्ताव करना और थर्ड क्लास के पैसेंजर्ज को देखना ही नहीं और उन को कनटेम्प्ट से देखना—उस को अगर माननीय मंत्री निकाल सकें, तो उन को लोगों का बहुत आशीर्वाद मिलेगा।

आप ने जो समय दिया है, उस के लिए धन्यवाद।

सरदार अ० सिं० सहगल (जंजगीर) : अध्यक्ष महोदय, रेलवे मंत्रालय ने जो १९६०-६१ का बजट पेश किया है, उस का स्वागत करते हुए मैं इस सम्बन्ध में अपने विचार रखना चाहता हूं।

अध्यक्ष महोदय : किसी माननीय सदस्य को पन्द्रह मिनट से ऊपर नहीं लेना चाहिये।

सरदार अ० सिं० सहगल : पत्रों में प्रकाशित हुआ है कि हमारे यहां पर कोयला ज्यादा तादाद में न होने के कारण नार्दरन रेलवे की कुछ गाड़ियां बन्द कर दी जायेंगी। मैं नहीं कह सकता कि इस में कहां तक सत्यता है और इस बारे में मंत्रालय का क्या विचार है। मैं मंत्री महोदय से प्रार्थना करना चाहता हूं कि जो कोयले की बहुत सी खदानें हैं–खासकर जो नई खानें हैं और जो कारबा का कोल-फ़ील्ड है—उन को सरकार अपने हाथों में ले ले और वहां वाशरीज बिठाने की कोशिश करे। मंत्री महोदय ने अपने भाषण में कहा है—

"It is imperative that coal washeries should be set up as early as possible...."

इस "ऐज अर्ली ऐज पासिबल" का जो अर्थ है, वह ज़रा बड़ा लम्बा मालूम होता है। मैं यह अर्ज करना चाहता हूं कि जितनी जल्दी हो सके, इन वाशरीज की स्थापना की जाय। कोयला न मिलने के कारण हमें जो बहुत तक्लीफ़ होती है, वह इस से दूर हो जायगी।

जो क्रैक ट्रेन्ज जारी की गई हैं, उससे लोगों को बहुत फ़ायदा होगा। उसकी वजह से हमारा माल जल्दी जा सकता है। उसमें जो बहुत लम्बी गाड़ियां लगाई जाती हैं, उससे हमारा ज्यादा पैसा बच जाता है और रेलवे मन्त्रालय का बच भी रहा है।

मैं मन्त्री महोदय का ध्यान सफ़हा ११ पर दिए गए उनके वक्तव्य की ओर दिलाना चाहता हूं। उन्होंने कहा है—

"....to levy a supplementary charge of 5 naye paise per rupee on freights of foods....".

क्या इससे मोटर ट्रांसपोर्ट को फ़ायदा नहीं होगा ? सरकार के पास इस आशय के आंकड़े मौजूद हैं कि जो सामान रेलवे से जाता है, उसमें कितनी कमी हुई है और जो सामान मोटरों से जाता है, उसमें कितनी वृद्धि हुई है। यह मैं मानता हूं कि इससे हमको चौदह करोड़ का फ़ायदा होगा, लेकिन उसके साथ ही साथ हमको इस बात की तरफ़ भी ध्यान देना चाहिए कि जो हमारा चार्ज बढ़ाया जा रहा है, दर-असल उससे हमको फ़ायदा होगा या नुकसान। अगर हम इन सारी बातों को मद्देनज़र रखते हुए कार्यवाही करेंगे, तो ज्यादा फ़ायदा होगा।

मन्त्रालय की ओर से बिना टिकट जाने वालों के सम्बन्ध में नेशनल यूज़र्स कनसल्टेटिव कौंसिल के मेम्बरान को थोड़े से अधिकार दिए गए हैं । लेकिन साथ ही एक नया हुक्म जारी किया गया है कि वे कोई स्पेशल चैकिंग नहीं कर सकते हैं । मान लीजिए कि हम किसी ट्रेन से जा रहे हैं और हम यह देखना चाहते हैं कि वहां पर जो टिकट चेकिंग हो रहा है, वह ठीक तरह से हो रहा है या नहीं और इस सम्बन्ध में अगर हम वहां के अफ़सरान की मदद करना चाहते हैं, तो वह स्पेशल चैकिंग नहीं कही जानी चाहिए । मैं समझता हूं कि यह मामला विचारणीय है और मंत्री महोदय को इस पर विचार करना चाहिए । मैं आपके सामने एक छोटा सा उदाहरण रखना चाहता हूं । गो कि वह मुझ से सम्बन्ध रखता है लेकिन उसका यह मतलब नहीं है कि हम लोगों को उससे किसी किस्म का फ़ायदा या नुकसान होता है । १२ तारीख का वाकया है कि पथरिया स्टेशन पर कुछ सज्जन सैकण्ड क्लास में बैठे । उनमें से एक दो स्टेशन आगे उतर गए और जो महाशय बैठे थे, उनका टिकट लेकर चले गए और कुछ समय बाद वापस आकर उन्होंने वह टिकट लौटा दिया । मैंने टिकट कलेक्टर को बुला कर बताया कि शायद इन के पास टिकट नहीं हैं । उनका टिकट एग्ज़ामिन किया गया । उस स्टेशन के स्टेशन मास्टर को इस बारे में फ़ोन किया गया । उन्होंने कहा कि हमने इन से डबल चार्ज किया है । हमें इस बात पर विचार करना चाहिए कि इस तरह की घटनाओं को रोकने के लिये क्या व्यवस्था करनी चाहिए । फ़िल्म्ज़ के ज़रिये से इसका प्रचार किया जाना चाहिये । जो लोग इस बारे में रेलवे की मदद करते हैं, उनके कार्य की प्रशंसा करते हुए उनको सर्टिफ़िकेट दिये जाने चाहिएं । जो कर्मचारी मदद करते हैं, उनको भी प्रोत्साहन दिया जाना चाहिए और उनको बताना चाहिये कि आप ने जो रेलवे की मदद की है, उसके लिये रेलवे विभाग आप की प्रशंसा करता है । रेलवे के छोटे कर्मचारियों को प्रोत्साहन दिया जाये, ताकि वे भी इस काम में पूरी तरह से मदद कर सकें ।

अब मैं क्लास ३ और ४ के कर्मचारियों के रहने की व्यवस्था के बारे में आपका ध्यान आकर्षित करना चाहता हूं । खड़गपुर या बिलासपुर में उनकी जो व्यवस्था होनी चाहिए, वह नहीं है । इसकी तरफ़ ध्यान देना चाहिए ।

रेलवे मिनिस्ट्री की तरफ़ से मुझे एक चिट्ठी मिली है, जिसमें कहा गया है कि बिलासपुर से बीना तक एक डायरेक्ट ट्रेन चलाई जायगी । उसके लिये मैं मन्त्री महोदय का आभारी हूं ।

जहां तक पठानकोट एक्सप्रेस का सवाल है, वह हम को मिलती है, लेकिन आदमी को जो दो रात और एक दिन चलना पड़ता है, अगर उसको जल्दी पहुंचाने की कोशिश की जाये, तो बड़ी अच्छी बात हो । लेकिन वह नहीं हो सकता है और उसका कारण यह है कि हमारी रेलों की कुछ कठिनाइयां हैं । मैं उनको महसूस करता हूं, लेकिन इस बात पर गौर करना चाहिये कि एक डिब्बा फ़र्स्ट और सैकण्ड क्लास का डायरेक्टली दे दिया जाये । अगर ऐसा किया जा सके, तो हम आभारी होंगे । मैं मन्त्री महोदय से निवेदन करूंगा कि वह इस प्रश्न को एग्ज़ामिन करायें ।

रेलवे में जो सरकारी केटरिंग प्रचलित है, उसको रेलवे मन्त्रालय आगे न बढ़ा कर उसकी व्यवस्था को अच्छा बनाना चाहता है, इस विचार-धारा की मैं प्रशंसा करता हूं, लेकिन साथ ही साथ मैं प्रार्थना करता हूं कि इस बारे में लोकल कमेटीज़ बनाई जायें, जिनमें एम० एल० एज़० और दूसरे अच्छे लोगों को रखा जाये और उनसे इस बारे में सलाह-मशविरा किया जाये कि खाना ठीक मिल रहा है या नहीं । मैं यह कहने के लिए तैयार हूं कि खाने में कुछ अच्छाई थी और वह अच्छाई की तरफ़ जा रहा था, लेकिन यह ज़रूरी है कि हमारा जो इंस्पेक्शन है—मुलाहिज़ा है, उसमें ज्यादा तेज़ निगाह करके काम किया जाये, ताकि जो कमियां हैं, उनको दूर किया जा सके ।

[सरदार अ० सि० सहगल]

रेलवे ट्रैक्स की जांच करने के लिये कुछ गाड़ियां हैं । जहां तक मुझे मालूम है, शायद इस तरह की तीन चार गाड़ियां सारे भारतवर्ष में हैं । रेलवे ट्रैक की जांच करने की गाड़ी, मैं ठीक तरह से इसका नाम आपको नहीं बता सकता हूं लेकिन वह रेलवे लाइन की जांच करती है । ट्रेन के जो डिब्बे होते हैं उसके पीछे वह लगाई जाती है और उसके बाद जो अफसर होता है वह यह देखता है कि रेलवे लाइन कहां पर ठीक है, कहां पर नीची हैं, कहां पर ऊंची हैं और कहां पर टेढ़ी है । जो एक नक्शा रहता है उसमें यह सारी चीज प्रदर्शित होती हैं । वह जो मशीन है वह आपके यहां हिन्दुस्तान में नहीं बनती है और यदि मेरी यह बात सत्य है, यदि मेरी यह रिपोर्ट कोरेक्ट है, तो मैं कहूंगा कि इसको और भी अधिक बाहर से मंगाने की व्यवस्था आपकी तरफ से की जानी चाहिए । बरसात के वक्त और बरसात से पहले आप ट्रैक की जांच अच्छी तरह से करें और आपको इससे बहुत ज्यादा फ़ायदा हो सकता है । मैंने एक बार बीना से लेकर कटनी तक जाकर रेलवे ट्रैक की जांच किस तरह से होती है, इसका अनुभव प्राप्त किया है और उसी के आधार पर मैं आपसे कहना चाहता हूं कि इसकी और अधिक व्यवस्था आपको करनी चाहिए ।

मैं यह भी कहना चाहता हूं कि हमारी जो रेलवे प्रोटैक्शन फोर्स है उसे जितनी मदद मिलनी चाहिये हमारी स्टेट्स की सरकारों की तरफ से, उतनी मिलती नहीं है और यह बड़े दुःख की बात है । इस में ज्यादा कोर्डिनेशन की आवश्यकता है । इस काम को यदि हम कमेटीज के जरिये से या जो स्टेट गवर्नमेंट्स व्यक्तियों को नामिनेट करती है, उन के जरिये से इस काम को करें, तो ज्यादा लाभ हो सकता है लेकिन असली देखने वाली बात यह है कि पूरा-पूरा कोर्डिनेशन हो और इस फोर्स को जितनी मदद मिलनी चाहिये, मिले । यह मदद स्टेट गवर्नमेंट्स ही दे सकती है और उन को देनी चाहिये । हर एक स्टेशन पर और हर एक जंक्शन पर उन की पूरी-पूरी मदद होनी चाहिए उन के साथ पूरा-पूरा सहयोग होना चाहिए । रेलें जिस तरह से सैंटर की हैं उसी तरह से ये स्टेट्स के लोगों के लाभ के लिए भी हैं और इस नाते जो इस फोर्स को सहयोग मिलना चाहिये; नहीं मिलता है, तो काम अच्छी तरह से आगे नहीं बढ़ सकता है ।

टिकिटलैस ट्रैवल के बारे में मैं ने कहा है कि इस को रोकने के लिए आप लोगों को फिल्म्स दिखायें और जो लोग इस काम में आप की मदद करें उन को आप रिवार्ड दें, उन को आप सर्टिफिकेट दें और यदि आप ने ऐसा किया तो टिकिटलैस ट्रैवल बहुत कम हो सकता है । इस काम में आप स्कूलों और कालेजों के प्रोफेसरों का सहयोग भी प्राप्त करें । हम इन कमेटीज में टीचर्स और प्रोफेसर्स को भी प्रतिनिधित्व दे सकते हैं और स्टेट गवर्नमेंट्स से इन को शामिल करने की प्रार्थना भी कर सकते हैं । हमें चाहिये कि हम इन टीचर्ज का सहयोग अवश्य प्राप्त करें और उन से प्रार्थना करें कि वे इस बारे में जो शिकायतें हैं, उन्हें भेजें । पैसेंजर एमेनिटीज के बारे में आप ने कहा है कि ब्राड गेज पर जो ओवर-क्राउडिंग होता था और जो १९५५ में १६ परसेंट था वह घट कर १३ परसेंट रह गया है । यह ठीक हो सकता है लेकिन मैं कहूंगा कि साउथ ईस्टर्न रेलवे पर जहां पर एक एक्सप्रेस गाड़ी है, एक डाक गाड़ी है, दो पैसेंजर गाड़ियां हैं जोकि टाटानगर से चलती है और झाटझोकड़ा से नागपुर चलती हैं, उस पर कितना ओवर-क्राउडिंग है, इस की आप जांच करें । वहां पर बहुत ज्यादा ओवर-क्राउडिंग होता है और मैं चाहता हूं कि इस को दूर करने के लिए आप जल्द से जल्द कदम उठायें । हम ने आप से एक प्रार्थना की और उस को आप ने स्वीकार कर लिया है जिस के लिए हम

आप के आभारी है । आप कलकत्ता से ले कर बम्बई तक नागपुर हो कर एक एक्सप्रेस गाड़ी हम को दे रहे हैं और इस के लिये हम आप का धन्यवाद करते हैं । लेकिन इस के साथ ही साथ इस ओवर-क्राउडिंग को दूर करने का भी आप को प्रबन्ध करना चाहिये । मैं यह भी चाहता हूं कि आप रायगढ़ से डूंगरगढ़ तक एक लोकल पैसेंजर गाड़ी दे सकें तो बहुत अच्छा होगा । कोरबा से ले कर चापा तक जो रेलवे है, उस को आगे बढ़ा सकें तो और भी अच्छा होगा और इस ओर भी मैं आप का ध्यान आकर्षित करना चाहता था ।

तीसरी योजना में आप मंडला और बिलासपुर के बीच की लाइन पर भी विचार करें कि क्या यह बन सकती है या नहीं । यह लाइन मुंगेली हो कर जानी चाहिये । आप चापा–कोरबा लाइन को भी आगे बढ़ावें तथा जो लाइन चिरमीरी से जाने वाली है उस के साथ इस को जोड़ दें तो जो सारा एबारिजिनल ट्रेक्ट है, उस को लाभ पहुंच सकता है । कोरबा से आगे जा कर जो आप कोल माइंस खोलने वाले हैं, इस लाइन को बनाने से उन को भी आप बढ़ावा दे सकते हैं ।

अन्त में मैं कुलियों की समस्या के बारे में आप का ध्यान खींचना चाहता हूं । कुलियों के साथ एक जमादार या एक मेट रखने की आप को व्यवस्था करनी चाहिये । मैं ने आप के जनरल मैनेजर साहब को एक चिट्ठी लिखी थी जिस के जवाब में उन्होंने मुझे सूचित किया है कि वे एक-दो जगहों के लिए कार्रवाई कर रहे हैं, यानी बीना और कटनी के लिए । लेकिन यही दो स्थान नहीं हैं और मैं चाहता हूं कि जहां-जहां पर मेट्स की या जमादारों की व्यवस्था नहीं है, वहां पर इन की व्यवस्था की जाय, वहां पर इन को रखा जाय ताकि ये कुलियों को कंट्रोल कर सकें ।

मैं माननीय मंत्री जी तथा अन्य तमाम कर्मचारीगण जो हैं तथा जो जोनल रेलवेज में काम करने वाले हैं, उन सब को प्रशंसनीय कार्य करने के लिये धन्यवाद देता हूं क्योंकि उन्हों ने बहुत ही ईमानदारी और सच्चाई के साथ अपना काम किया है और कर रहे हैं और जो तकलीफें मुसाफिरों की हैं, उन को दूर करने की चेष्टा कर रहे हैं । इस सब के लिये मैं उन का आभारी हूं ।

Mr. Speaker: Shrimati Uma Nehru. Thereafter, I shall call a Member from the Republican Group. Then, I shall call Shri Tangamani. Then I shall give opportunity to a Member from the Ganatantra Group.

Shri Joachim Alva (Kanara): What about the Members who come from districts where there is no railway at all? I was keeping my mouth shut for ten years on this matter.

Mr. Speaker: The leaders of each group give me the names of Members who want to speak. They know who have spoken on the President's Address, who are going to speak on the general budget and who are reserved for the railway budget. This is how each party or group assorts and assigns the work. I do not want to depart from this practice except in exceptional circumstances. There is no good writing to me or coming and telling me that I have given opportunities to some other hon. Members to speak, etc.

Shri Sinhasan Singh (Gorakhpur): We always look to you for being called. We would rather look to you rather than to the Whips. The parliamentary practice and procedure, as you know, is that we should catch your eye. So, it rather looks awkward that instead of trying to catch your eye, we should try to catch, so to say, the eyes of the Whips. I think it is something not very much desirable.

Shri Harish Chandra Mathur (Pali): I quite concede that the parties must also have a say in the matter. But after all, the overall responsibility for regulating the debate is in your hands.

[Shri Harish Chandra Mathur]

I may like to speak certainly on the general budget. But if I have a particular point to make on the railway budget and which may be of benefit to the House, I think that you are the best judge in these matters. I would appeal to you rather than go the other way round.

I think that some system might be evolved whereby a certain percentage or a certain number of persons could be nominated by the parties and then some flexibility be left, so that we could have a really sound debate. When certain points are raised, I would like to meet those points particularly. So, how is the debate going to be regulated except through you?

Mr. Speaker: Let me make the position clear. I am equally interested, along other hon. Members here, to see that the level of debate is high. For that purpose, I depend upon all the groups and Members. So far as the Opposition Members are concerned, I have not much difficulty. I may admit that frankly. They know what time is allotted to them out of the total time allotted for the debate. I allot 2/5th of the time to the Opposition and 3/5th to the Government party. Out of the 2/5th allotted for the Opposition, the time is divided among the 125 Members, and then we assort and assign that time to them. There are some cases where I will have to take away some time from the time allotted to them and give it to unattached Members to whom also I would like to give an opportunity. The groups are giving me their names and I do not find any difficulty. So far as the Government party is concerned, they also give me the names of Members wishing to speak. Some Members do not go to their Whips. I expect the Whips to be here constantly, and I would like to see that the Secretary and the Whip of each party find out who will be the hon. Member who would speak on the one side, to match the hon. Member who speaks from the other side. That is not my work. If an hon. Member feels he is neglected and he has a lot to contribute, he must give up that party and become an independent. Then, he can certainly catch my eye as often as he likes and I will call him. There is Shri Bharucha, for instance; I do not miss him.

So, there is no use complaining against their own party and telling me, "I do not get an opportunity in my party". Of course, catching my eye is there, even though they may give the list of names. I am trying here to match one against the other. In exceptional cases, I shall exercise my discretion, but ordinarily I would like to go by the list given by the party. The party must take the entire responsibility, marshal their forces and as against one there, they must give a couple of Members here. So, hon. Members will try to convince their whip to include their names.

Shri Rami Reddy (Cuddapah): The whip gives the list only for the President's Address debate, railway budget and general budget—general discussion. Regarding the discussion on the Demands for Grants, it is completely in your discretion.

Mr. Speaker: I have been here presiding over this House for the last 10 years in one capacity or other—Deputy-Speaker or Speaker—and I am sorry to say no hon. Member is specialising in a particular subject. On any demand, haphazardly I cannot call any Member. Of course, if I am told the some hon. Members who are in a particular consultative committee are better prepared, then I give them preference. If nobody specialises in a subject, I must abide by some rules and regulations.

Shri Birendra Bahadur Singhji (Raipur): When we go to the Whip, he says, "The names have already been forwarded; you go to the Speaker and talk to him."

Mr. Speaker: There is no question of speaking; the list speaks to me. If

the name of any hon. Member is here. I have no objection.

Shri Sinhasan Singh: There are cases when names are called by the Chair and those hon. Members are not present here. If you go strictly by the list, a time may come when only those hon. Members will be sitting here whose names are on the list and others may not be in the House. Often times the question of quorum arises. So, if this process is not followed, many of the Members wishing to speak will be here trying to catch your eye and the House will be full. So, I think the procedure to be followed, every time we should look to you and not to the list.

Mr. Speaker: I shall take this suggestion into consideration so far as the General Budget is concerned. I want the House to be full as much as possible.

Shri P. G. Sen (Purnea): Have you exhausted the list, Sir? Sometimes even before the list is exhausted, you call other Members.

Mr. Speaker: The list contains 16 or 20 names and so it is not possible to accommodate all the 20 persons on one side. So, I am trying my best. I am not allowing any other hon. Member outside this House to speak.

Shri Birendra Bahadur Singhji: Why not call Members State-wise?

Mr. Speaker: I shall try to have some method, so that hon. Members may be here and the House may be full as much as possible. Shrimati Uma Nehru's name is not in the list, but still I am calling her.

श्रीमती उमा नेहरू (सीतापुर) : अध्यक्ष महोदय, आधा घंटा हो गया मैं खड़ी हुई फिर बैठी, फिर खड़ी हुई ।

अध्यक्ष महोदय : फिर मैं क्या करूं ?

श्रीमती उमा नेहरू : जब मैंने यहां यह हालत देखी तो कोई ताज्जुब नहीं है अगर रेलवे में भी ऐसा हो ।

सब से पहले मैं मिनिस्टर साहब को और रेलवे बोर्ड को मुबारकबाद देती हूं । और वह इसलिये देती हूं कि हर साल मैं ने बराबर रेलवे के बारे में कुछ न कुछ कहा और मैं ने अपने मिनिस्टर से चाहा कि वह तरक्की और उन्नति करें । इस वक्त जब भी मैं घूमती हूं तो देखती हूं कि पहले से बहुत तरक्की हुई है बमुकाबले उस वक्त के जिस वक्त हम यहां आये थे और उस वक्त जो रेलवे की हालत थी ।

13.26 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

आज रेलवे में बहुत गनीमत है । लेकिन इस के साथ ही साथ मैं यह नहीं कह सकती कि जो गनीमत है उस के बाद उसे और अच्छा नहीं होना है। रेलवे को अभी भी बहुत तरक्की करनी है । मुझे यहां फर्स्ट और सेकेन्ड क्लास के फेर में नहीं पड़ना है, लेकिन इतना जरूर कहूंगी कि अभी तक जो कोचेज हैं उन कोचेज में बहुत सी चीजें ऐसी है कि कभी तो मालूम होता है कि नई कोच आई है कभी मालूम होता है कि पुरानी कोच को नया बनाया हुआ है और कभी कभी मालूम होता है कि उस के अन्दर की चीजें ठीक नहीं है । यह ठीक है, जैसाकि मणिबेन ने कहा था, कि बहुतों में तो हालत यह है कि पंखे हैं लेकिन चलते नहीं हैं, रोशनी नहीं है, यह सब दिक्कतें हम देखते रहते हैं लेकिन इन सब दिक्कतों को देखने के बाद मुझे और भी कुछ बातें कहनी हैं । आज हम रेलवे वालों में से मुख्तलिफ काम करने वालों को देखते हैं तो बहुत अच्छा नहीं लगता । खास तौर से जो लोग सफाई करते है, आप उन को हरिजन क्लास कहें या मेहतर क्लास कहें, एक और वह हैं और दूसरी ओर कुली वगैरह हैं । मैं चाहती हूं कि मिनिस्टर साहब से कहूं कि जब हम उन लोगों को देखते हैं, खास तौर से जो स्वीपर्स हैं, नीले कपडे पहने हुए और सिर में पट्टी बांधे हुए, वह एक अलग क्लास दिखलाई देती है स्टेशनों पर । मैं चाहती हूं

[श्रीमती उमा नेहरू]

कि स्टेशनों पर सब की वर्दी एक सी होनी चाहिये । आज जो पोर्टर्स हैं उन की वर्दी एक हो और जो स्वीपर्स है उन की वर्दी दूसरी हो, यह नहीं होना चाहिये । अगर मिनिस्टर साहब मुनासिब समझें तो सब की वर्दी एक सी कर दें और जो नीले कपड़े उन को दिये गये है, उन को देख कर कुछ तकलीफदेह चीज मालूम होती है ।

श्री जगजीवन राम : बदली जा रही है ।

श्रीमती उमा नेहरू : दूसरा रंग हो तो ज्यादा अच्छा मालूम होगा । एक चीज तो मैं यह चाहती हूं । यह बहुत जरूरी है ।

दूसरी बात जो सब से बड़ी है वह मेरी कांस्टिटुएंसी की है । मेरी कांस्टिटुएंसी मीटर गेज पर है और मुझे वहां बार-बार जाना पड़ता है । साथ ही चूंकि मैं कम्यूनिटी डेवलपमेंट में इन्टरेस्टेड हूं इसलिये भी वहां जाती हूं । अभी तक वहां हालत यह है कि यह जो मीटर गेज का डिस्ट्रिक्ट सीतापुर है उस में लहरपुर और मिसरिख में काफी अनाज पैदा होता है, कच्चा माल है, सब से बड़ा सवाल यह है कि हम वहां से किस तरह से अपने माल को, गुड़ है, दालें हैं, अनाज हैं, उस को निकालें । बहुत कोशिश करन पर भी हम उस को निकाल नहीं पा रहे हैं । कोशिश तो है पहले से कुछ ज्यादा निकलती है लेकिन जिस तरीके से हम चाहते है कि उस को निकाल कर के और हम आगे देश में फैलायें वह जरा हमारी दिक्कत है । एक तो बसेज की भी दिक्कत रहती है और वैगन्स भी हम को ठीक तरीके से सहूलियत से नहीं मिलते ताकि हम तैयार होने वाले माल को यहां से वहां तक ले जायें । मैं शुरू से यह कहती आई हूं और मैं आप से फिर यह कह रही हूं कि सब से बड़ी बात जो मैंने उस बैकवर्ड एरिया में देखी कि सीतापुर से आगे लहरपुर तक जो चावल वगैरह आता है, अजीब तमाशा है कि लहरपुर में कोई रेलवे स्टेशन नहीं है । आज से १०, १२ वर्ष पहले जब मैं मेम्बर हुई मैं ने बार बार कहा कि वहां पर कोई स्टेशन नहीं है । मिसरिक में स्टेशन है, सीतापुर में स्टेशन है लेकिन वहां लहरपुर में कोई रेलवे स्टेशन नहीं है हालांकि ढेरों माल वहा पर पैदा होता है । पहले तो वहां पर पोस्ट आफिस, टेलीग्राफ आफिस कुछ नहीं था, यह तो सब वहां पर हो गये, गवर्नमेंट ने उन की व्यवस्था कर दी है लेकिन जहां तक वहां पर एक रेलवे स्टेशन कायम करने का सवाल है वह अभी तक वहां पर नहीं स्थापित किया गया है । अब मिनिस्टर साहब यह कह सकते हैं कि वहां से तो अनाज और कच्चा माल निकलता है और हम ने तो रेलवे लाइन को उसी जगह बढ़ाया है जहां कि हम को स्टील और आयरन ले जाना है और हम ने ऐसी ही जगहों पर रेलवे लाइन डाली हैं तो मैं उन से यह कहना चाहूंगी कि खाली स्टील और आयरन से तो ही हमारा काम चलने वाला नहीं है और जाहिर है कि अगर हमें अपने प्लान को कामयाब बनाना है तो हम को अपनी एग्रीकल्चर को बढ़ाना है और कृषि की उन्नति करनी है । इसलिये मैं चाहती हूं कि मंत्री महोदय मीटरगेज के जो कोई जनरल मैनेजर होवें उन का ध्यान इस ओर आकृष्ट करायें कि लहरपुर में एक रेलवे स्टेशन का होना जरूरी है । मिसरिक में स्टेशन है लेकिन उस के आगे लहरपुर में स्टेशन नही है और वहां पर अभी या तो बस द्वारा जाया जा सकता है या मोटर द्वारा पहुंचा जा सकता है, रेल का कोई कनैक्शन नहीं है और यह बहुत जरूरी है कि इसे रेल मे जोड़ा जाय ।

इस के अलावा मुझे आप से यह कहना है कि आप की सर्विसेज के जो गरीब लोग हैं जो नीचे तबके के लोग हैं वे अगर कुछ अपनी छोटी मोटी दिक्कतों और शिकायतों को ले कर मिलते जुलते हैं तो रेलवे बोर्ड और अन्य अधिकारियों को उन की छोटी छोटी शिकायतों

को सुन कर उन को रफा करने की कोशिश करनी चाहिये। उन की छोटी मोटी तकलीफों को दूर कर देना चाहिये।

एक सब से बड़ी शिकायत मुझे रेलवे मंत्रालय से है और जो शिकायत कि बहन मणिबेन को भी है और वह यह कि आपके मंत्रालय में मालूम नहीं क्या बात है कि खत लिखो लेकिन उसका कोई जवाब नहीं मिलता और अगर कभी जवाब मिलता भी है तो काफी अर्से के बाद जाकर मिलता है। मैं चाहूंगी कि मंत्री महोदय इस आम शिकायत की ओर जरा अपने रेलवे आधिकारियों का ध्यान आकृष्ट करें। हमको यह बताया गया है कि हमारा एक एक प्लान आ रहा है और हर प्लान जो हमारे सामने आयेगा उसको हमें तेजी से चलाना है और इसलिए मैं चाहूंगी कि जब हम आपकी मिनिस्ट्री में किसी डिपार्टमेंट को पत्र लिखें तो कम से कम और कुछ नहीं तो एक एकनौलेजमेंट का पोस्टकार्ड आ जाया करे कि हमारी भेजी हुई चिट्ठी उन्हें मिल गयी है और वह उनके विचाराधीन है। मुझे आशा है कि मिनिस्टर साहब जरा इसका ख्याल रक्खेंगे।

यह कुछ चीजें मैंने आपके सामने रक्खी है खास तौर से यह जो मीटरगेज की नीज है इस पर आपको ध्यान देना है। मैं आपके डिप्टी मिनिस्टर साहिब को भी सीतापुर के वास्ते बहुत दफा लिख चुकी हूं और मैं समझती हूं कि अगर आप जरा इस पर गौर करेंगे तो यह काम पूरा हो जायेगा।

कोचेज के सम्बन्ध में मुझे यह कहना है कि जो थर्ड क्लास की कोचेज हैं वे बहुत कम हैं और थर्ड क्लास के डिब्बों में ठसाठस आदमी भरे रहते हैं और इतना नहीं बल्कि फुटबोर्डस पर भी खड़े होकर लोग यात्रा करते हैं, अब उनके लिए यह कहना कि फुटबोर्ड पर खड़े होकर यात्रा करने वाले टिकट नहीं लेते हैं और इसीलिए वे वहां पर खड़े होकर सफर करते हैं, यह गलत बात है और मैं इसको सही नहीं मानती। कारण यह है कि डिब्बों में जगह जब उनको किसी तरह नहीं मिलती तब वे फुटबोर्डस पर खड़े होते हैं। स्टेशनों पर ऐसा बन्दोबस्त नहीं होता कि टिकट उतने ही ईश्यु किये जायं जितनी कि सीट्स हों। सीट्स से ज्यादा टिकट बेचे ही न जायें और अगर ऐसी व्यवस्था चले तो यह ओवरक्राउडिंग और फुटबोर्डस पर खड़े होकर यात्रा करनी कम हो सकती है और धीरे धीरे बंद हो सकती है। आज होता यह है कि सीटों से टिकट कहीं अधिक बांट दिये जाते हैं जिसके कि कारण यह दिक्कत होती है।

मैं मंत्री महोदय को धन्यवाद देते हुए यह कहना चाहूंगी कि जो आपके हाइऐस्ट आफिसर्स हैं, रेलवे बोर्ड के मैम्बर्स हैं, उन हाइऐस्ट अफसरान को आप मेहरबानी कर के हम्बलेस्ट काम करने को दें। हम्बलेस्ट काम आपके हाइऐस्ट आफिसर्स को करना है और इस तरह वह जाकर देखेंगे कि कितनी मुश्किलें और दिक्कतें पैसेंजर्स को हैं। अब जो पार्लियामेंट के मैम्बर्स हैं उनको तो सफर करने में वह आम दिक्कतें जिनका कि अनुभव आम यात्री करते हैं, नहीं हो पाता कारण पहले से ही रेलवे के मुलाजिम पार्लियामेंट के मेम्बरों के नाम पढ़ कर सतर्क हो जाते हैं और जिस कम्पार्टमेंट में वह जाकर बैठते हैं तो उसी समय सफाई करने के लिए एक स्वीपर आ जाता है जो कि झाडू लगा कर तमाम कम्पार्टमेंट की सफाई कर डालता है, लैवेटरी बिल्कुल साफ कर दी जाती है, बिजली वाला आकर बल्ब और पंखे आदि टैस्ट कर लेता है कि सब ठीक-ठाक है कि नहीं और जरूरी मरम्मत कर देता है, बढ़ई आकर चिटखनी और दूसरी जरूरी चीजों की देखभाल करने लगता है और ठिकठिक करता रहता है गरजे कि मेम्बर वाले कम्पार्टमेंट की तो खूब देखभाल कर ली जाती है लेकिन बाकी कम्पार्टमेंट्स की ओर

[श्रीमती उमा नेहरू]

तवज्जह नहीं दी जाती है और जो हमारी अन्य दूसरी बहिनें बैठी रहती हैं उनकी दिक्कतों को कोई देखता नहीं तो मैं आपको सच बतलाऊं कि मैं तो उस समय कुछ अपने को एक आउटकास्ट सा महसूस करने लगती हूं। इसके अलावा मैं समझती हूं कि यह चीज ऐसी है जो कि हमारे मिजाज को भी खराब करती है।

श्री हरिश्चन्द्र माथुर : मेरे डिब्बे में तो पंखा ही नहीं रहा खाली डिब्बा लगा हुआ है।

श्रीमती उमा नेहरू : अब माननीय सदस्य कहते हैं कि पार्लियामेंट के मेम्बरों की भी कोई पर्वाह नही होती है और न पंखे और न कुछ और ही चीज का माकूल इंतजाम किया जाता है। बहरहाल जो भी हो मैं यह जरूर मानती हूं कि रेलों में पहले की अपेक्षा बहुत अधिक तरक्की हुई है और जो प्रगति मंत्री महोदय ने करके दिखलाई है उसके लिए मैं उनको मुबारकबाद देती हूं। मैं आशा रखती हूं कि जो कुछ मैंने निवेदन किया है उस पर ध्यान देंगे और हाइऐस्ट अफसरान हम्बलेस्ट काम करेंगे तो वह गरीबों का ज्यादा ख्याल करेंगे।

श्री बी० चं० शर्मा : जो तजुर्बा हमारी बहन का है वह सारे मेम्बर पार्लियामेंट का नहीं है।

उपाध्यक्ष महोदय : बहिन भाई अलहिदा बात कर सकते हैं आपस में बैठ कर।

Shri Manay (Bombay City Central—Reserved—Sch. Castes): Mr. Deputy-speaker, I am very much thankful to you for giving me an opportunity to speak on the railway budget. Last year when I spoke on the railway budget I had dealt with many other aspects of the railway budget and in the end when I wanted to emphasize the problems of the labour in the railway with particular reference to Scheduled Castes and Scheduled Tribes, I was told that my time was up. So, I do not want to take any risk this time and, therefore, leaving aside all other aspects, I want to touch the labour problems with particular reference to the attitude of the railway management towards labour.

While dealing with the problems of labour, I want to take up first of all that neglected lot amongst the labour who comprise three-fourth of the labour in class IV; I mean the Scheduled Castes, Scheduled Tribes, converted Buddists and backward classes. Finding that the safeguards in the Constitution are not being adhered to, having a very bad experience, the labour belonging to Scheduled Castes, Scheduled Tribes, backward classes and converted Buddists formed one association, whose name is "Scheduled Castes, Scheduled Tribes and Converted Buddists' Welfare Association". This association has been formed with a view to help the railway management to safeguard the interests of labour belonging to Scheduled Castes and Scheduled Tribes. These poor people have been trying very hard to get recognition for this association. If my information is correct, they have been trying hard since 1956 to get recognition for their association from the hon. Railway Minister. If I mistake not, they have met the Railway Minister when they had their convention in Delhi. Why have they formed this association? Realising the economical, educational, social and cultural backwardness of these people, the Constitution has granted them certain privileges, and the Railway Ministry, as other Ministries, have been framing certain rules in that regard. The information that I have got in my possession reveals that for want of proper and adequate care-taking of the service interests of these communities by the service associations, they have formed this association. Let me bring it to the notice of the hon.

Railway Minister that this association is completely free from any political pressure. I am giving emphasis on this statement because I myself would not like an association being recognised if it has any interest on political basis. This association itself has declared as follows:

"No person, who is not a Government servant, is and shall be connected with the affairs of this welfare association. It is entirely free from the influence of all party politics. The funds consist exclusively of subscription and donation from its members and are applied only for the furtherance of the objects of this welfare association".

The object, as I have already said, is only to look to the interests of these communities which have been granted certain safeguards by the Constitution. I may admit and confess that the hon. Railway Minister is very keen on seeing that the safeguards are implemented upon. I am also very happy to find that the hon. Railway Minister has been issuing certain circulars, orders and rules in that regard. But my complaint is, as I have already explained last year and have been complaining very often, that just as the hon. Railway Minister is keen on seeing that the safeguards are implemented, the Government machinery is equally keen on seeing that the purpose of the hon. Railway Minister is defeated. I can quote many instances in this regard to show how the Government machinery is trying to defeat the very purpose and provisions of these safeguards in the Constitution.

There is a rule that no individual case could be kept pending for more than six months. I know of an instance in the Central Railway. One person has been charge-sheeted. About sixteen times the enquiries were made. So far no decision has been taken. Since 1956, it is not known whether he is in service or out of it. He has not been favoured with any kind of wages. He has not been suspended even. This is a very genuine case which should be looked into, pursued and followed by somebody.

The hon. Railway Minister, being the head at the top, cannot look into such things at a lower level. What I mean to say is that an association of this type, if it is granted recognition, can enter into correspondence with the authorities concerned and get redress of such kinds of grievances. This association had been representing in its own way to the authorities, but since it is not recognised the representations that are being made by this Association are not even replied to, much less taken into consideration. Therefore I appeal to the hon. Railway Minister to see that this association is recognised.

I am told that the Home Ministry is the authority to grant such recognitions. If the hon. Railway Minister takes it into his mind to recommend to the hon. Home Minister the recognition of this Association, I am sure the job of the Association will be made much more easy. Therefore I appeal to the hon. Railway Minister kindly to see that recognition is granted to this Association and whatever efforts he could make to that end, he will put in that effort.

We, Members of Parliament, and such of the representatives of these communities are trying at different levels to get justice done to these persons. There are institutions also. But they have no say, much less have information about the departments as to what is happening inside. This Association being an association of those people themselves, knows fully well as to what is happening in the department, which of the Scheduled Castes employees are being harassed, for what, in what way and in what way redress can be brought about. The office bearers of this Association can know much better not only the reason of the grievance but also the mode in which redress can be brought about. Therefore I feel that the work of getting justice done to these employees

[Shri Manay]

can be more effectively done by this Association than by their representatives in other agencies which are outside the scope of this job actually. Therefore off and on I am appealing to the hon. Railway Minister kindly to see that recognition to this Association is granted.

About the problems of the labour, I will turn to the Pay Commission affair. About the Pay Commission the hon. Railway Minister is very much aware that there is discontent and dissatisfaction and railway employees are agitating. The hon. Railway Minister has been trying to bridge the gulf of differences between the labour and the management, but what I am trying to bring to the notice of the hon. Minister is that it has assumed the form of an All-India character. Since the labour on all-India basis are affected, the discontent is very severe and therefore the hon. Railway Minister should take note of this discontent and try to see that the adverse recommendations made by the Pay Commission affecting very bitterly the interests of Railway labour should not be accepted, much less implemented.

Then I will turn to the problems of casual labour. This is a neglected aspect of the labour. The hon. Railway Minister will bear me out that there are about three lakhs of workers known as casual labourers, who are paid at the market rate. What are they paid? They are paid Rs. 1/4/- all told per day. I am simply surprised as to how this rate has been fixed. The hon. Railway Minister and, I believe, somebody has suggested in the other House or somewhere else that this rate has been fixed at the market rate. But let me remind the hon. Railway Minister that the Minimum Wages Committee at the State level has fixed the wage at Rs. 1/12/- per day. I fail to understand why the Railway Ministry should not accept this wage which is the minimum wage fixed and accepted at the State level and why it should not be made applicable to this casual labour.

Then the complaint is that in spite of working for years, the casual labourers are denied benefits enjoyed by railwaymen. In order to show discontinuity of service, a clever device has been found out and one day's break every six months is effected. There are cases where persons have been kept as casual labour for over ten years; they do not enjoy the benefits of minimum wage. I request the Minister to decasualise casual labourers after six months of service and give them preference in employment in the railways in permanent establishments.

Many a time it happens that those who are in service are removed for no fault of theirs, to evade the benefits of being made permanent. Other labourers are employed in their place, and great injustice is thus being done to casual labour.

It is said by the Railway Ministry that transfers are effected in the interests of organisation and efficiency, but if the Minister examines the cases deeply, he will find that there is a sort of favouritism in transfers and also, if I may say so, in promotion. Railwaymen at the lower level are very severely punished, but no action is taken against officers, and if any action is taken, it is very lenient. I am the last man to defend the wrongs done by the workmen, but I feel that if action is to be taken, it should be uniform. The officer should be punished, if he has committed a wrong, in the same way as the worker at a low level is punished, but in reality we find that the worker is dealt with severely because he is a neglected man and those responsible for taking action know that he cannot shout.

In the name of minimising corruption, thousands of railwaymen who come in contact with the public are transferred every year, without consideration being shown for their housing and the educational problems of their children. Almost 90 per cent of the Class III and Class IV employees are

transferred without any accommodation and are thus put to difficulty. This is particularly true of the Scheduled Castes and Scheduled Tribes employees. Once they are transferred to a new place, there is nobody there from whom they can seek help, and they are even denied sharing of accommodation with others.

There is a great shortage of housing everywhere and the railways provide quarters only to 30 per cent of their staff. So, such transfers upset the family life of the railwaymen and create avoidable tension and psychological problems resulting in loss of interest in the work. The Minister should take note of this and see that the interest of the railwaymen in work is maintained.

I have got so many complaints against the Vigilance Branch maintained by the railways, with particular reference to the Bombay Division. The railway staff are, on many occasions, harassed by the Vigilance Branch and the Railway Protection Force. If the General Managers get complaints about any staff from the Vigilance Branch, they take serious steps; without going through any sort of enquiry, they straightaway take severe action, charge-sheet the persons concerned. The consequence is that many of them are facing starvation. I may bring it to the notice of the Minister that recently the General Manager of the Western Railway removed about 45 railwaymen without any enquiry or giving them any charge-sheet. All of them are facing starvation at present.

The Railway Protection Force which is expanding every year has failed to check trespassers and vagabonds who have made the railway platforms in Bombay their residential quarters. I represent Bombay City and I know that the persons who sleep during nights on the railway platforms are, if I may say so, necessarily vagabonds and persons connected with pilferages etc. The Railway Protection Force which is in charge of dealing with such persons, if the Minister will excuse my saying so, harasses innocent persons. I fail to understand the purpose of this Railway Protection Force.

Mr. Deputy-Speaker: The Railway Protection Force should take care of the property or these persons?

Shri Manay: Persons who are interested in pilferage.

Mr. Deputy-Speaker: Because they sleep in the streets, they should be presumed to be vagabonds and taken care of.

Shri Manay: So many instances have come where such persons arrested by the Railway police have been found to be vagabonds and persons interested in undesirable activities.

Lately, persons are not allowed to reside at the platforms particularly during nights. The railway police are supposed to remove all the persons after the last train leaves the platform at night.

About shortage of staff, I may repeat the complaint which I made last year. As a result of stoppage of recruitment of clerical staff and of workers in the workshops for the last two years and the ban on further recruitment for one year more, work has accumulated. Staff dues are not paid in time. There are instances where the staff have refused payment due to delay in payment. Overtime allowances, travelling allowances, annual increments etc., are not given for years, putting staff to great difficulties, and the work-load has been increased. On the Western Railway, there is a shortage of about 1000 station masters. Due to increase in the running of trains and increase in traffic, both passenger and freight, and to fulfil statutory obligations, sufficient number of staff should be provided.

There is great dissatisfaction prevailing in the running staff, operating and other line staff, due to the antiquated system of payment of overtime on an average of the whole month

[Shri Manay]

depriving such staff of the benefit of over-time till they work 231 hours in a month. They should be paid over-time on the basis of a week.

The *Hammals*, a neglected section of the workers connected with the railways, have very recently organised themselves into an organisation. So far as I know the railway is having effective control on these *Hammals* in regard to extraction of work and complaints from passengers. This is as it should be, but I will feel happy if justice is done to them in proportion to the control exercised over them. Today, I am told, they are not paid any sort of stipends. If that be true, it is sheer injustice to these people who should be considered more or less railway employees because of railways' control over them. I am told the *Hammals'* Association in Bombay have submitted certain of their demands to the Railway Board and the Minister too.

I appeal to the hon. Railway Minister to see that some justice is done to these *hammals*, that some stipend is paid to them and that some of their reasonable grievances at least are redressed.

14 hrs.

श्री विश्वनाथ राय (सलेमपुर) : माननीय उपाध्यक्ष जी, भारत के सब से बड़े उद्योग और विशेषत: राजकीय उद्योग रेलवे की सफलता सरकार की इस नीति की सफलता का प्रमाण है कि सरकार बड़े बड़े उद्योग धंधे खुद चला सकती है। इस उद्योग में लगभग ११ लाख कर्मचारी लगे हुए हैं। उसको सफल बनाने में मंत्री से ले कर प्वाइंट्समैन तक का हाथ है। उन सभी के प्रयत्नों से वह उद्योग सफलता से आगे बढ़ रहा है। हिन्दुस्तान की जो अर्थव्यवस्था है उसका बहुत बड़ा भार इस मंत्रालय पर भी है। कहने के लिए उद्योग धंधों के लिए एक अलग से मंत्रालय है लेकिन उसको चालू रखने के लिए यही रेलवे मंत्रालय उत्तरदायी है। इसने जो सफलतायें प्राप्त की हैं, उनकी प्रशंसा किए बगैर हम नहीं रह सकते हैं।

साथ ही साथ जो त्रुटियां इसमें हैं, उनकी ओर भी कई माननीय सदस्यों ने, विरोधी पक्ष के भी और सरकारी दल के भी, इशारा किया है। एक प्रमुख बात यह है कि १९५८–५९ के अनुमानित आय-व्यय का जो नक्शा था उस में करीब चार करोड़ की कमी पड़ी है। इस कमी का कारण यह बताया गया है कि अन्य प्रकार के जो यातायात साधन बढ़े हैं वह इसके लिए कुछ हद तक जिम्मेवार हैं। इसी तरह के कुछ दूसरे कारण भी बतलाये गए हैं। सड़क यातायात बढ़ रहा है उसकी ओर इशारा किया गया है।

लेकिन एक बात अवश्य है जो मैं कहना चाहता हूं कि जो रेलों में त्रुटियां हैं, वैगन न मिलने की वजह से, माल के एक जगह से दूसरी जगह देरी में पहुंचने से, माल को रास्ते में क्षति हो जाने से, वे भी इसके लिए काफी हद तक जिम्मेवार हैं।

उत्तर प्रदेश के यातायात मंत्रालय की तरफ से एक चुनौती रेलवे विभाग को दी जा रही है और इसका हमें मुकाबला करना होगा। बसें यात्रियों को रेलों की अपेक्षा जल्दी निर्धारित स्थान तक पहुंचाती हैं। इस सम्बन्ध में मैं यह भी कहूंगा कि भले ही रेलों ने बहुत दिनों तक सफलतापूर्वक काम किया है लेकिन तब भी उत्तर प्रदेश में बहुत से लोग अब बसों की ओर आकर्षित हो रहे हैं या रोडवेज की ओर आकर्षित हो रहे हैं। इसका कारण यह है कि उनको वहां पर बहुत अधिक सुविधायें मिलती हैं। जिन स्थानों पर रेलों द्वारा पहले लोग जाते थे उन स्थानों पर अब बसों द्वारा लोग जाने लगे हैं। साथ ही साथ यह भी दिमाग में है कि जिस

तरह से रेलें माल को एक जगह से दूसरी जगह पहुंचाती हैं उसी तरह से रोडवेज के साधन जिनका राष्ट्रीयकरण हुआ है याता-यात का, बसों वगैरह का, उन्हें वे पहुंचा सकते हैं। यदि उत्तर प्रदेश की सरकार इसमें सफल हो गई तो न केवल उत्तर प्रदेश में ही बल्कि सारे भारत में रेलवे विभाग को आर्थिक मामलों में कठिनाइयों का सामना करना पड़ सकता है। आज जो उसकी आर्थिक कठिनाइयां हैं वे उस हालत में और भी बढ़ सकती हैं।

इस वास्ते देखने वाली बात यह है कि हमारा माल जो एक जगह से दूसरी जगह जाता है उसमें चोरी कम हो, माल को जल्दी पहुंचाने की व्यवस्था हो, ट्रांशिपमेंट में जो नुक्सान हो जाता है वह न हो तथा इस तरह की जो दूसरी चीजें हैं उन पर ध्यान रखा जाए।

बहरहाल ये जो कमियां हैं, ये जो त्रुटियां हैं उनका सब से अधिक बुरा असर हमारे पूर्वोत्तर रेलवे पर पड़ रहा है। मैंने उत्तर प्रदेश की योजना को आपको बतलाया है। उसका असर बहुत सी ब्रांचों पर जो पूर्वोत्तर रेलवे की हैं, पड़ रहा है। वहां पर आवा-गमन के साधनों का विकास हो रहा है। लखनऊ से काठगोदाम, नैनीताल, गोरखपुर दूर दूर तक के लिये और दूसरे स्थानों के लिये भी जहां सौ सौ और दो दो सौ मील की यात्रा है, वहां पर बसों की सुविधा लोगों को उपलब्ध हो रही है।

लोग बसों से इसलिए भी जाने लगे हैं कि जो रेलवे का टाइम टेबल है, वह त्रुटिपूर्ण हैं, रेल से जाने से लोगों का बहुत सा समय बरबाद होता है। इस वास्ते वे बसों से जाना ज्यादा पसन्द करते हैं। यह हालत पूर्वोत्तर रेलवे की ही नहीं बल्कि सारे हिन्दुस्तान में मीटर गेज की है और उस की तरफ मेरा इशारा है। कई माननीय सदस्यों ने भी आपका ध्यान इस ओर आकर्षित किया है। मैं कहना चाहता हूं कि पूर्वोत्तर रेलवे इस मामले में काफी पिछड़ा हुआ है और कोई अतिशयोक्ति नहीं होगी यदि मैं यह कहूं कि सब से पिछड़ा हुआ है।

जहां तक स्पीड का ताल्लुक है, उसके बारे में मैं बाद में कहूंगा पहले मैं टिकेटलैस ट्रेवल के बारे में कुछ कहना चाहता हूं। इसको चैक करने में हमारा रेलवे मंत्रालय काफी सफल रहा है और बिना टिकट सफर करने वालों की तादाद कम हुई भी है। ट्रेन में चोरी रोकने के लिये कई बार लोगों को डराया धमकाया जाता है लेकिन इतना होने पर भी रात्रि के वक्त चोरी हो जाती है। जो आर्म्ड कांस्टेबुलरी रेलवे में है वह चोरी के मामलों में कितनी सजगता से अपना काम करती है, इस पर भी आपको ध्यान देना होगा और इस ओर आपका आज तक कम ध्यान गया है।

एक कठिनाई और भी है। चैकिंग करने के बारे में जो मैजिस्ट्रेट सिस्टम चलता है उसमें यह भी देखने में आता है कि मैजिस्ट्रेट अगर एक रेलवे की कहीं चैकिंग करता है, यात्रियों को पकड़ता है तो उसी स्टेशन पर दूसरी तरफ प्लेटफार्म पर जिस पर वह नहीं जा सकता है, मुसाफिर चले जाते हैं और इस तरह से बच निकलते हैं जैसे काशी में। बनारस में पूर्वोत्तर रेलवे का चैकिंग मैजिस्ट्रेट जहां बड़ी लाइन ब्राड-गेज की रेलवे है, उसमें जा कर चैकिंग नहीं कर सकता है। शायद उसके ऊपर कुछ प्रतिबन्ध होते हैं एक राज्य की सरकार की हद के अन्दर ही वह काम कर सकता है। यह एक मामूली सी कठिनाई है जिस को अगर दूर कर दिया जाए तो काम अच्छी तरह से चल सकता है। आप चैकिंग मैजिस्ट्रेट को यह अधिकार दें कि यदि एक स्टेशन पर दो गेज हों, एक मीटर गेज और दूसरा ब्राड गेज तो दोनों ही ट्रेनों म वह चैकिंग कर सके। यदि आपने ऐसा किया तो आपकी एफिशेंसी भी बढ़ सकती है और साथ ही साथ चैकिंग का काम भी अच्छी तरह से चल सकता है।

[श्री विश्वनाथ राय]

साथ ही साथ जो राज्य सरकारें है उनसे भी आप उनको यह अधिकार दिलवायें कि अगर उत्तर प्रदेश का कोई मैजिस्ट्रेट है या किसी दूसरे राज्य का मैजिस्ट्रेट है तो वह दूसरे राज्य में भी जा कर के रेलों की चैकिंग कर सके। ऐसा करने से एफिशेंसी और काम को अच्छी तरह से करने की भावना बढ़ेगी।

गाड़ियों की स्पीड तेज करने के बारे में मैंने पिछले साल भी कुछ कहा था। मैंने कहा था कि कहीं कहीं किसी किसी शाखा में पूर्वोत्तर रेलवे की गाड़ियां साइकल की रफ्तार से भी कम स्पीड पर चलती है। हमारा हिन्दुस्तान बैलगाड़ी के युग से निकल कर साइकल के युग में पहुंच गया है। मैं समझता हूं कि शायद उसी बात का ध्यान अभी भी रेलवे को है। देखने में आया है कि ६२–६३ मील की यात्रा साढ़े छः घंटे में पूर्वोत्तर रेलवे पर तय होती है। साइकल पर अगर चला जाए तो भी इस रफ्तार से चला जा सकता है। बरेली जैसे बड़े स्टेशन से काठगोदाम जाते वक्त जो ट्रेन दोपहर के बाद चलती है वह तीन बजे के लगभग चलती है इसकी यह बात है, मेन लाइन से भटनी जंकशन स्टेशन से बरहज की तरफ जो ट्रेन जाती है, इसकी भी ऐसी ही बात है। गोरखपुर से जो पूर्वोत्तर रेलवे का हैडक्वार्टर है, जो लाइन मुजफ्फरपुर की तरफ जाती है वह पुल टूट जाने के वजह से अब सीधी नहीं जाती है छितौनी घाट तक जाती है, उसकी हालत भी वैसी है। इसके अलावा बहुत सी शाखायें होंगी जहां पर ट्रेनों की रफ्तार इसी तरह की धीमी होगी। इन गाड़ियों की स्पीड को आप बढ़ावें और जब आप ऐसा नहीं करते है तो सड़क यातायात के विकास के कारण जो कमी आय म पड़ती है, उसका पड़ना अनिवार्य है। १०–११ मील की रफ्तार से चलेंगे तो कोई भी बस या ट्रक उससे कहीं पहले आदमी या माल को पहुंचा देगी। यही वजह है कि ट्रकों से माल जा रहा है और हो सकता है कि ज्यादा जाए। वहां पर सुविधायें ज्यादा मिलती है, माल जल्दी भी पहुंच जाता है। इस वास्ते आपको चाहिये कि आप एक तो सुविधाओं को बढ़ायें और दूसरे स्पीड को भी बढ़ायें। अगर इसी तरह से काम चलता रहा और इस ओर कोई ध्यान न दिया गया तो काम अच्छी तरह से नहीं चल सकता। आप कह सकते हैं कि रेलवे लाइनें पुरानी हैं, स्लीपर्स पुराने हैं तो इतना कह देने मात्र से काम नहीं चलने वाला है। हमें आजाद हुए १२ वर्ष हो गए है पहली पंच-वर्षीय योजना समाप्त हो चुकी है, दूसरी समाप्त होने वाली है और तीसरी को आरम्भ करने वाले हैं। उसका नक्शा बन रहा है। इतना होने पर भी यदि स्लीपर नहीं बदले जाते हे, रेलवे लाइन नहीं बदली जाती है तो यह बात आपकी सक्रियता पर एक आक्षेप सी समझी जा सकती है।

इस के साथ ही हमारी पूर्वोत्तर रेलवे की दूसरी विशेषता यह है कि वहां पर फ्लैग्स स्टेशन पर कहीं कहीं सिग्नल नहीं हैं। यह हमारे यहां पर एक खास बात है। हो सकता है कि दूसरी रेलवे में भी ऐसा हो। बिना सिग्नल्स के स्टेशन होने से उन पर ट्रेन्स के आने में लोगों को बड़ी दिक्कत होती है। अगर देहातों में किसी के पास घड़ी हो तब तो शायद वह ठीक समय से पहुंच जाय, लेकिन जिन के पास घड़ी नहीं है, उन के लिये वहां समय से पहुंचना कठिन है। याद रखिये कि गांवों में अधिकतर लोगों के पास घड़ी है ही नहीं। हजार में दो या तीन आदमियों के पास हो तो बात दूसरी है, हां शहर में ज्यादा लोगों के पास हो सकती है।

अगर आप वहां सिग्नल लगा देंगे तो जहां आप जनता को समय पर पहुंचने की सुविधा देंगे वहां आप के जो कर्मचारी हैं उन को भी ठीक तरह से काम करने के लिये प्रोत्साहित करेंगे। इस से उन में एफिशिएंसी

बढ़ती है। मुझे ऐसे स्टेशन भी मालूम हैं, मैं ने अपनी आंखों से देखा है, जहां पर टिकट ट्रेन आने के बाद बटते हैं। चूंकि वहां पर सिग्नल्स नहीं हैं इस लिये वहां ट्रेन आने के पहले से टिकट बटने की कोई चिन्ता नहीं रहती है। वहां पर जो टिकट बांटने वाला रहता है वह उसी ट्रेन से आते हैं जिस के लिये उन्हें टिकट देना होता है और तब जा कर टिकट देते हैं इस से बहुत से यात्री रेल में चढ़ने से वंचित रह जाते हैं। जहां सिग्नल नहीं लगाये गये हैं वहां इस से यही नहीं होता है कि गांव वालों को समय पर स्टेशन पर पहुंचने की सुविधा नहीं होती बल्कि यह भी होता है कि जो रेलवे कर्मचारी रहता है वे काफी देर तक सोये रहते हैं सिग्नल न रहने के कारण। जब ट्रेन आती है जब वे स्टेशन पर आते हैं, बल्कि जैसा मैं ने कहा सहायक स्टेशन मास्टर टिकट बांटने के लिये उसी ट्रेन से आते हैं। ऐसे फ्लैग स्टेशन अब भी हमारे यहां मौजूद हैं जहां पर यह साधारण सुविधा भी नहीं है। हो सकता है कि ब्राड गेज में भी दो चार स्टेशन ऐसे हों, जहां सिग्नल न हो।

इस के बाद फ्लेग स्टेशन या उन पर सुविधा की बात अलग रही, मैं खास पूर्वोत्तर रेलवे हैडक्वार्टर की बात कहूं। वहां के कार्यालय में इतनी जगह की कमी है कि अगर कोई एक क्लर्क या काम करने वाला किसी कागज को ले कर सीधा जाना चाहे तो नहीं जा सकता है। मैं ने अपनी आंखों से देखा है कि वहां पर बड़े जिगजैग तरीके से, घूम कर जाना पड़ता है। वहां पर दो या चार मिनट के बदले कई मिनट अधिक लगते हैं। यही नहीं है कि जाने में देर होती है बल्कि काम होने में कठिनाई होती है। दूसरी पंच वर्षीय योजना में गोरखपुर के रेलवे कार्यालय में जो पूर्वोत्तर रेलवे का हैडक्वार्टर है जो कमी है उसे दूर करने के लिये आफिस बनने वाला था, लेकिन शायद बचत के ख्याल से उसे स्थगित कर दिया गया। लेकिन वह बचत ऐसी है ......

श्री सिंहासन सिंह : अब तो बन रही है बिल्डिंग वगैरह।

श्री विश्वनाथ राय : बिल्डिंग कब तक बनेगी पता नहीं। आफिस वही है जैसे पहले था छोटा मोटा, काम चलाने के लिये। सुना है कि कुछ एक्सटेन्सन हो रहा है। लेकिन वहां जगह की बहुत कमी है और इस के कारण जो कागजी काम है उस में बहुत देर होती है। साधारण ही काम के लिये नहीं, बल्कि जो आप का खास काम है उसे भी करने की गति में बहुत देर होती है।

पूर्वोत्तर रेलवे में गंडक पर एक पुल था जिस से उत्तर बिहार में और पूर्वोत्तर उत्तर प्रदेश में आवागमन में बड़ी सुविधा थी। ३० वर्ष से अधिक हो गये, वह पुल टूट गया। हम ने कई बार प्रश्न किया। इस के लिये वर्षों पहले से यही जवाब मिलता रहा कि अब वेज ऐंड मीन्स के लिये कोशिश की जा रही है। लेकिन इतने दिन बीत जायें और गंडक पर पुल न बन सके यह बात समझ में नहीं आती। ब्रह्मपुत्र पर पुल बन सकता है तो इस पर क्यों नहीं बन सकता। इस से मालूम होता है कि आप का ध्यान इस तरफ नहीं है।

आप देखिये पूर्वोत्तर रेलवे का महत्व उसी तरह से बढ़ रहा है जिस तरह से द्वितीय विश्वयुद्ध में बढ़ा था। तो फिर जो इस तरह के पहले के बने बनाये यातायात के साधन हैं, जो टूट गये हैं, उन को जरूर पूरा करना चाहिए। लगभग दो साल पहले इसी रेलवे बजट पर बोलते हुए मैं ने सरकार का ध्यान इस बात की तरफ आकर्षित किया था कि जिस तरह से दूसरे विश्व युद्ध के समय इस रेलवे पर बहुत भार पड़ा था, सम्भव है उत्तरी सीमा पर कोई संकट उत्पन्न होने पर उसी तरह की स्थिति पैदा हो। संयोग ऐसा

[श्री विश्वनाथ राय]

है कि आज हमारे सामने उत्तरी सीमा पर ऐसी स्थिति आ पड़ी है जिस को आप जानते हैं। उसे दोहराने की आवश्यकता नहीं। हो सकती है कि वह संकट टल जाय और जो असाधारण स्थिति उत्पन्न हो गई है यह मिट जाय लेकिन हमेशा के लिये जो एक बहुत बड़ा राष्ट्र उत्तराखंड में है, हमारे हिमालय के उस ओर, उस से तो सचेत रहना ही होगा, और ऐसे कामों में, जैसे कि रेलवे है, आगे चल कर देश की रक्षा के नाम पर और अपने विकास के नाम पर, हमें ज्यादा ध्यान देना होगा क्योंकि इस का महत्व आगे बढ़ सकता है।

आखिर में एक बात मैं उन लोगों के सम्बन्ध में कहना चाहूंगा जो रेलवे में काम करने वाले कर्मचारी हैं। गोरखपुर से दूसरी जगह रोज जाने के लिये उन को रेलवे पास की सुविधा दी जाय। कुछ लोग ऐसे हैं जो रोज चालिस या पचास मील तक से आते जाते हैं। उन को यह सुविधा नहीं है। दूसरी जगहों पर दूसरी रेलवे में यह सुविधा है लेकिन उन को नहीं है। यह एक साधारण बात है। लेकिन इस सुविधा से उन कर्मचारियों की कठिनाई दूर हो जायेगी। जब दूसरी जगहों पर यह सुविधा दी गई है तो गोरखपुर के रेलवे कर्मचारियों को भी भटनी या उसके आस पास रेलवे पास की यह सुविधा देनी चाहिये।

Shri Ganapathy (Tiruchendur): **Mr.** Deputy-Speaker, Sir, at the outset, let me congratulate the Railway Ministry on their marvellous achievements in various fields of their activities. We know that there is a total allotment of Rs. 1,121·5 crores for railways under the Second Five Year Plan. Of this amount, they have spent Rs. 872 crores upto March 1960. Therefore, there can be no doubt that they could spend the balance within the Plan period. Of course, they should keep in mind the necessity of fulfilling the physical targets set. What has been done so far in this direction would redound to their credit.

From the budget speech, I find there is an increase of 14 per cent in locomotives, 27 per cent in wagons and 15·5 per cent in coaches over the holdings at the beginning of the Plan. This means that self-sufficiency has been reached within the fourth year of the Plan period. According to the hon. Railway Minister, they could now enter the export market also. Here I would like to sound a note of warning to the Ministry. Before we attempt exports, we have to set our house in order. There are quite a number of over-aged locomotives, wagons and coaches which are unfit to be on the line. Still they are managing with them. These have to be replaced before thinking of entering the export market.

It is gratifying to note that the priorities given to the steel plants being adhered to the railways have completed doubling of nearly 700 miles and opened about 600 miles of new lines. The railway being the live-wire of our nation, it is a welcoming feature to have more and more new lines, especially when agricultural production is going up and heavy industries are now coming up. However, looking at the Explanatory Memorandum on the Railway Budget, I find that no new line has been included or taken up for construction under the Second Five Year Plan. Probably, the completion of the link between Ernakulam and Quilon might have been one brought over from the First Five Year Plan. As much are left over with the electrification of the Madras-Tambaram-Vilupuram section. Let us see what progress we have made. Practically we have not made any progress. According to the hon. Minister, only 80 per cent of the engineering survey has been done.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Survey works.

Shri Ganapathy: I stand corrected. Out of the Rs. 3½ crores allotted, only a sum of Rs. 30 lakhs has been set apart for this in the budget. Therefore, we are very much disappointed and do not know how the target could be fulfilled within the Plan period or even within the Third Five Year Plan period. Probable dates with regard to several other lines—new lines—are given in the Explanatory Memorandum, but no probable date for the completion of this line has been given. Therefore we doubt very much whether they could achieve the target within the first year of the Second Five Year Plan period. The Deputy Minister also comes from that area. I hope he would also insist that the Madras-Arkonam line should be electrified.

In this connection, I would like the hon. Minister to take up the question of construction of new lines on the Southern Railway, because unlike as in previous years, the income of the Southern Railway is on the increase. In 1954-55, the income was Rs. 43 and odd crores; in 1959-60, it is Rs. 57 and odd crores and for 1960-61, the estimate is Rs. 60 crores. With so much increase in earnings, there will be no difficulty in finding more funds to open new lines. A number of new lines have been suggested by hon. friends from my State. I, for one, coming from the extreme south, that is, Cape Comorin. I plead that top priority be given to the Cape Comorin-Tirunelveli line. The Cape Comorin-Tinnevelly line is an important one inasmuch as it connects a new district which has come from Kerala to Madras; and moreover....

Shri V. P. Nayar: Why not have it from Tinnevelly-Cape Comorin-Trivandrum?

Shri Ganapathy: You will have it.

Mr. Deputy-Speaker: It is not to be laid down just now.

Shri Ganapathy: Cape Comorin is the foot of our country; it is often described by our leaders as the foot of our *Bharat Mata*. If the foot is not firm what would happen to the body you can easily imagine.

There is a feeling that the south has been neglected. I will tell the hon. Minister one thing. Not even a single individual from Cape Comorin district has come over to see the Agricultural Fair for want of a railway line in that area.

We are also getting a number of pilgrims everyday from the north. We know from time immemorial that Banaras and Cape Comorin are two pilgrim centres where our forefathers used to go for worship. For want of a through-connection people from the north suffer a lot of difficulties. If there is a line, people from the north and the south will come to mix freely.

I would add one thing. A traffic survey had been made and completed and it was said to be remunerative. Our hon. Minister, experienced and efficient in the cabinet, would express apprehensions about finding adequate funds. Paucity of funds and the Planning Commission are great stumbling block for the opening of new lines.

Everyone of us is aware that in an expanding economy to have a stand still policy regarding the opening of new lines would not be encouraging. So, the hon. Minister should find out means for new lines and top priority should be given to the Cape Comorin-Tinnevelly line.

Again and again we find the hon. Minister as well as the Railway Board expressing much concern over the drop in income on account of road competition. There is no use grumbling at this state of affairs. Road transport is doing its best to reach the service at the doors of the passengers. So, naturally, everyone would go in for road transport. But my complaint is that the Railway Ministry or the Railway Board is neither alert nor responsive to certain immediate problems.

[Shri Ganapathy]

I will illustrate this by one thing. There is one railway line between Tinnevelly and Tiruchendur. It is nearly 36 miles; but the time taken is 4 hours 20 minutes and the time taken by bus is one hour and 25 minutes. Recently, our hon. Deputy Minister Shri Ramaswamy had been there. He had a discussion with all the engineers and they promised to reduce the time to three hours. Any amount of representation from us does not have any weight. It was said that the line was not strong enough and the track has to be renewed. Our actual complaint also has been that the track should be renewed in addition to its being strengthened. Unless it is done we cannot cut short the running time further.

Naturally, the line, once very popular had been abandoned by passengers. Therefore, the income is not adequate. The public feeling is said to be some sort of connivance between the railway authorities and the bus transport operators and that is why it is not being attended to immediately. I understand that Rs. 12·36 crores have been allotted for taking up new lines and lines of this type. Many other lines as this important line if promptly attended to without negligence and in all seriousness, would augment the income of the railways in competing with road transport.

Coming to the punctuality of trains, as promised by the Railway Minister, and the Railway Board they have done their best. They have taken safety measures both preventive and precautionary and by these they have avoided several accidents and have ensured considerable and noteworthy improvement in the prompt running of various trains. It is a matter of compliment to the railway authorities that they have been able to reduce the running time for various trains. Especially, they have reduced the running time of the Grand Trunk Express by two hours and they are contemplating to reduce it by a further one hour.

In this connection, I may bring to your notice an incident that took place recently on the 23rd February. When the Deluxe train arrived at Itarsi to take water and the Station Master there seemed to be very much worried because of the punctual running of the train on the Southern Railway. It seemed to upset him, and he was said to have been rude to some Members of Parliament who intervened. Such things should be watched and should be avoided in future.

Some concrete efforts are being made to provide sleeping accommodation for third class passengers travelling over 500 miles without any additional charges. This is a far-reaching step and shows the interest of the railway authorities to provide better facilities for third class passengers. In this connection I would request that one additional sleeping coach be added to the Tinnevelly-Madras Express also, and congestion in the third class may be reduced to a great extent.

With regard to passenger amenities the allotment to the Southern Railway is very meagre as compared to other railways. The hon. Minister had been explaining that much had been done in the Southern Railway. But this is under a mistaken impression, because many of the big dignitaries do not come to the south and they are not interested in the south. If they had come to south they would have realised the difficulties which the passengers feel there. There are a good number of stations south of Madras which require amenities such as improvement of latrines, parcels offices, goods sheds, bathing facilities, retiring rooms, raising and covering of platforms etc.

For instance, at the Tinnevally Junction, for the major part of the day there would be no water either in the retiring rooms or in the latrines or in the restaurants. These things may be kept in view and more amounts may be allotted or adjusted

whenever such amenities are found to be necessary.

In this connection I may state that there is an important place, Courtallam, which has been raised to a township recently and a number of visitors go there as a health resort. Therefore, the station at Tenbasi requires retiring rooms and improvement.

Mr. Deputy-Speaker: The hon. Member must conclude.

Shri Ganapathy: Only two minutes, Sir.

With regard to the provision of overbridges, the hon. Railway Minister has been saying that the State Governments should subscribe a portion of the expenses to construct these overbridges. It is very difficult for many States to construct overbrdiges. So, it is high time for the Planning Commission to find out means whereby they can bring about coordination between the Ministry of Railways and the Ministry of Transport. They can realise the necessity if they know that sometimes one has to wait for more than 30 minutes at a level crossing. We should find adequate funds for providing these overbridges. I may remind now that demand of one overbridge at Tinnevelly Junction is long pending between the three big municipalities of Palamcottah, Tinnevelly and Melappalayam.

Regarding discipline and loyalty of employees I would say that the employees are more loyal to the trade unions than to the administration. We must be careful in dealing with them. They can go wrong and their loyalty to the trade unions will retard the progress of our country. So, even if it comes to dismissal, the administration must be firm in dealing with them. The trade unions are encouraged by the higher officials. If any Member of Parliament goes and makes a representation of the same, they do not like it and such persons are victimised. But the trade unionists promise elaborately, doing nothing retard the progress of the country and they come in the way. We do not want any special favouritism for ourselves but we must be given a patient hearing and the merits examined. Otherwise the one way traffic out of fear of the trade unionists, would take you off the track. So, there things must be kept in view.

Mr. Deputy-Speaker: Shri P. G. Deb. Absent. Shri Prodhan. Both of them are absent. They would not get any opportunity in this discussion. Shri Fatehsinh Dabhi.

Shri Supakar (Sambalpur): Sir, may I speak?

Mr. Deputy-Speaker: No substitute.

Shri Fatehsinh Ghodasar (Kaira): Mr. Deputy-Speaker, Sir....

Shri B. C. Prodhan (Kalahandi—Reserved-Sch. Tribes): Sir, ...

Mr. Deputy-Speaker: When I called the hon. Member he did not get up and I thought he was absent and called another hon. Member. Then Shri Supakar got up and said that he would speak instead but I did not allow him and I have called Shri Dabhi. Now Shri Prodhan gets up. I will see whether I can give an opportunity to Shri Prodhan subsequently.

Shri Fatehsinh Ghodasar: Mr. Deputy-Speaker, I am thankful to you for giving me an opportunity to speak on the Railway Budget. In the speech delivered by the hon. Railway Minister while presenting the Railway Budget, there are certain matters for which he deserves to be congratulated and there are some other matters also to which his attention is required to be drawn.

He deserves to be congratulated for being able to announce that our country is now self-sufficient in respect of steam locomotives, wagons and coaches. The figures show that the production is rising and it is very

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heartening to learn that we are not only self-sufficient but are now in a position to export them. This clearly shows that the Railways have made promising progress during the first three years of the Second Plan.

All this is quite good. But we should not export our rolling stock before our country's requirements are fully met. We must first look to our own requirements, the requirements of our defence forces, indus ries and business and people as a whole who bear the financial burden. Till now the problem of overcrowding in third-class is not solved. The hon. Minister has said in his speech that it has been appreciably checked but at the same time he admits that it is confined to certain popular trains on the main lines and to specific areas. No doubt, some new trains have been introduced and dining cars also have been withdrawn from some trains, but there is no appreciable improvement as far as removal of overcrowding in third-class compartment is concerned. One has only to travel from Delhi to Ahmedabad or Ahmedabad to Bombay or *vice versa*, or between Ajmer and Ratlam or between Viramgam and Rajkot or Jamnagar to find out what the real condition is. It is, therefore, necessary in the first place to put all the available engines, coaches and wagons on our railways and run some more trains on both the broad-gauge and metre-gauge lines. I think we can do without air-conditioned trains and coaches for some time. The hon. Minister has been pleased to announce that a start has been made to provide sleeping accommodation to third-class passengers travelling over 500 miles without any additional charge. At present the new type of sleeping coaches are running on the Madras-Howrah Mails and Delhi-Bombay Central Janta Expresses. But to extend the service to other trains, the construction of 400 such sleeper coaches has been ordered.

As far as the third-class passengers are concerned, the first problem to be solved is to provide them with sufficient sitting accommodation. Inspite of its efforts the administration has not been able to do this and there is no indication in the hon. Minister's speech that the Ministry will be able to do it in the near future. Everybody knows that overcrowding in the third class compartments remains almost the same as before. Passengers are packed like sheep and goats. They quarrel and fight, not for sitting accommodation, but for enough space to stand. To see them hanging on foot-boards is a common sight. When this is the position, is it not proper to build more coaches for sitting accommodation? It is not my intention to say that sleeping accommodation should not be provided to third class passengers, but the first need is to give them sufficient sitting accommodation. However, if the Ministry embarks upon a scheme of providing sleeping accommodation before overcoming the present difficulty of providing sitting accommodation, I am afraid the third-class passengers will have to experience the same inconvenience for a considerable time.

It is gratifying to note that there are no major accidents in the current year but the total number of minor accidents remained more or less the same. Moreover there is a slight increase in the number of accidents under some categories such as fires, train wrecking, derailments, etc. The majority of these accidents are caused by human failures and so it is necessary to keep a strict watch at all levels and strong measures should be taken against those who are found to be careless or neglecting their duties. Every effort should be made to make the railway staff safety conscious, as thousands of passengers including ladies and children depend for their safety on the staff doing their jobs properly.

Apart from accidents, there is a general feeling of insecurity among the passengers as a result of crimes such as robberies and murders which take place in the running trains. To

combat and check the element of crime on the Railways, armed guards should be provided on all the long distance trains, especially during the hours of darkness. Over and above the armed guards there should at least be two men of the intelligence branch in plain clothes who would keep a close watch over those whose movements appear to be suspicious and would inform the armed guards about it.

Generally the criminals are travelling in the train from the starting stations but they also board the trains at intermediate stations, from the other side of the platforms, that is, from the side of the train where there is no light. In many stations this is the case. On every station there should be sufficient light on both sides of the train and there should be one or two watchmen on the opposite side of the platform when passenger trains arrive at the station after dusk.

Sir, the Railways have very wisely designed a push-botton arrangement which is going to be provided in ladies' compartments. In an emergency, when the button is pressed, a bell will start ringing in the guard's lobby and a red light will appear outside the compartment from which the button is pressed. In this respect my suggestion is that when the button is pressed a bell should start ringing in all the compartments of the train instead of only in the guard's lobby, because after a robbery or murder is committed the criminals usually jump off the running train when it slows down as a result of chain pulling or when the train approaches an outer signal and disappear before the train comes to a halt. So, if the bell starts ringing in all the compartments all the passengers will be alerted and they will remain on the look-out for the criminals on both sides of the train, and they can help the armed guards to apprehend the culprits.

The proposal to increase 5 naye paise a rupee on freight of goods and coal traffic is not justified, as it will adversely affect industry and is bound to increase the prices of all commodities. The prices of some commodities are already very high, and the inflationary rise in the prices requires to be checked. The prices of foodgrains also are very high and they are likely to rise further as a result of the supplementary charge. For the successful implementation of our Third Five Year Plan, it is necessary to keep the prices of foodgrains at a reasonably low level. I, therefore, hope that keeping in view....

Shri Birendra Bahadur Singhji: Sir, I rise to a point of order. There is no Government representative sitting on the Treasury Benches.

Shri S. V. Ramaswamy: Sir, I was here; I just went there to ask something.

Mr. Deputy-Speaker: The hon. Deputy Minister says he was there, but he ought not to be there with his back turned towards the Chair.

Shri S. V. Ramaswamy: I am sorry, Sir.

Shri Fatehsinh Ghodasar: I, therefore, request the hon. Minister to take this matter into consideration and at least exclude foodgrains from the supplementary charge.

Regarding construction of new lines on the Western Railway, the hon. Minister has said that final location surveys for Jhund-Kandla and Udaipur-Himatnagar projects are in progress. A provision of Rs. 10 lakhs for each of these lines has been made in the current Budget, and both these projects are expected to be completed in 1964-65.

Kandla is a port, and it is expected to serve the needs of Gujerat. The recent decision of the Government to bifurcate the present Bombay State into separate States of Gujerat and Maharashtra, and to establish the capital of the new Gujerat State near Ahmedabad, has greatly increased the

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importance of the Jhund-Kandla line. It is, therefore, most essential to complete this project as early as possible. I hope the hon. Minister will give top priority to it.

It was decided to run a fast train between Surat and Ahmedabad sometime before, but due to heavy floods and breaches near Surat it was postponed. Now those breaches have been repaired and normal traffic conditions have been restored, but there is no indication as to when this service is going to be started.

Sir, the Government has decided to form a separate State of Gujerat and the capital of the new State is going to be located just near Ahmedabad. Therefore, there is a great need for running this fast train between Surat and Ahmedabad because almost all the important offices will be located at Ahmedabad and people who at present go to Bombay for their work will have to go to Ahmedabad. There is already a lot of overcrowding on this line, and when the new State is formed and the capital is located near Ahmedabad it will only add to the present overcrowding. I would, therefore, request the hon. Minister to take early steps to run this fast train as early as possible.

श्री वीरेन्द्र बहादुर सिंहजी (रायपुर): माननीय उपाध्यक्ष महोदय, दो साल पेश्तर जिन प्रान्तों के बारे में री-आर्गनाइजेशन स्कीम तय हुई थी, तो उस समय यह बात बिल्कुल ज़ाहिर की गई थी गोया वायदा किया गया था कि मध्य प्रदेश में खासकर के, जो कि पिछड़ा हुआ प्रान्त है, रेलवे और यातायात का प्रबन्ध ठीक तरह से हों । परन्तु मुझे बड़े अफ़सोस के साथ कहना पड़ता है कि आज करीब तीन साल हो गए, लेकिन मध्य प्रदेश में, जो कि बहुत पिछड़ा हुआ प्रान्त है, अभी तक न नई रेलवे लाइन डाले गये, न नई ट्रेन्ज रन करने का इन्तज़ाम हुआ या मुसाफ़िरों के सुभीते का कोई काम अच्छी तरह से किया गया है । मुझे ताज्जुब हुआ जब मैं ने पढ़ा कि किसी ने कहा कि मध्य प्रदेश के लिए दो करोड़ रुपया रखा गया है और मुसाफ़िरों के सुभीते के लिए ४६ लाख। उपाध्यक्ष महोदय, अगर आप कृपा कर के कागजात को देखें, तब आप को मालूम होगा कि यह ४६ लाख रुपया का खर्च हावड़ा से ले कर खड़गपुर और खड़गपुर से ले कर राउरकेला तक के लिए है । राउरकेला से ले कर के गोंदिया के बीच में जो मध्य प्रदेश का इलाका, है, वहां पर किसी बात का सुभीता नहीं है । बल्कि वहां पर जो पिछड़ी हुई बातें थीं वे भी खत्म धीरे धीरे कर रहे हैं । मैं ने कई बार इस बात को दोहराया, पिछले साल भी मैं ने रेलवे कमेटीज़ और सलाहकार कमेटी में कहा, मगर मुमकिन है कि शायद जेनरल मैनेजर, साउथ ईस्टर्न रेलवे, हम से खफ़ा हों, या रेलवे बोर्ड समझते हों कि यह जंगली इलाका है, इन लोगों को जंगली ही रहने दो । मैं आप को एक मिसाल देता हूं । जहां से मैं आता हूं, डोंगरगढ़ में बिजली के खम्भे लगे दो साल हो गए, बिजली लगाने की परमिशन दी गई, लेकिन बड़े अफ़सोस की बात है कि जहां पर अरबों करोड़ों रुपयों का खर्च किया जा रहा है, सिर्फ़ १७२ रुपए के लिए आज एक साल से बिजली की बत्तियां नहीं दी गईं । और झगड़ा किस बात का है? सिर्फ यह है कि मध्य प्रदेश सरकार का यह कहना है कि अभी तक रेलवे बोर्ड ने हमें १७२ रुपया दिया नहीं है, जिस की वजह से हम डोंगरगढ़ में बिजली नहीं दे सकते हैं ।

यहां यह बताया जाता है कि काफी रुपया रखा गया है और एमिनिटीज फ़ंड के लिए इतना रुपया खर्च किया जाता है, लेकिन राउरकेला से आगे रायगढ़ से डोंगरगढ़ यह ४६ लाख रुपया खर्च करने की कोई बात नहीं है । आज छत्तीसगढ़ में रायपुर एक ऐसा शहर है, जहां से हर एक मुसाफिर को भिलाई

जाना पड़ता है। मिनिस्टर साहबान आते हैं। पिछले दिनों रशिया के प्रधान मंत्री आए थे। सब को रायपुर उतर कर जाना पड़ता है, लेकिन वहां के स्टेशन की जो हालत है, वह सारे हिन्दुस्तान के किसी स्टेशन में नहीं मिलेगी। कई बार हम लोगों ने कहा कि कम से कम एक रिटायरिंग रूम तो दे दिया जाये। जितनी गाड़ियां रायपुर में पहुंचती हैं, सब रात को। वहां रहने का कोई इन्तजाम नहीं है। कभी कभी आधी रात को पहुंचती है। कई बार चार बजे सवेरे पहुंचती है। भिलाई का कारखाना तेजी से बढ़ रहा है, वहां पर तेजी से सामान तैयार हो रहा है जिस की वजह से मुसाफिर रायपुर में उतरते हैं। रायपुर की बस्ती काफी बढ़ चुकी है। आज आठ साल से हम चिल्लाते आ रहे हैं कि हमें एक रोड ओवर-ब्रिज दीजिये लेकिन अभी तक उसकी तरफ किसी का कोई ध्यान ही नहीं गया है। यह कह दिया जाता है कि आधी रकम हम देंगे और आधी तुम दो। मैं कहता हूं कि चाहे रकम आप दें या मध्य प्रदेश की सरकार दे, लेकिन यह पुल किसी तरह से बनाओ तो सही। आठ साल हो चुके हैं, पुल नहीं बना है।

अब मैं ट्रेन कनैक्शंस पर आता हूं। पहले तो गाड़ियां नहीं मिलती थीं, अब गाड़ियां हैं तो ट्रेन कनैक्शन नहीं मिलते हैं। अगर मुझे दिल्ली आना है तो मुझे ग्रांड ट्रंक एक्सप्रेस या कोई और गाड़ी नागपुर में नहीं मिलती है। मुसाफिरों को २४–२४ घंटे नागपुर में पड़े रहना पड़ता है। ३२७ नम्बर की जो पैसेंजर गाड़ी है वह सवेरे आती है और जब तक वह आती है उससे पहले ही ग्रांड ट्रंक एक्सप्रेस निकल जाती है। ग्रांड ट्रंक एक्सप्रेस नागपुर करीब साढ़े चार बजे पहुंचती है और उसी वक्त १२ हावड़ा एक्सप्रेस भी चली जाती है। जो नई एक्सप्रेस है, हावड़ा एक्सप्रेस जो कि मध्य प्रदेश में जाती है वह जितने भी स्टेशन मध्य प्रदेश के हैं, रात के टाइम पास करती है और जितने भी रेलवे स्टेशन हैं वे दिन के वक्त पास होते हैं। उपाध्यक्ष महोदय, रेलवे गाइड आपके पास मौजूद है और इसको आप उसमें से चैक कर सकते हैं। कनैक्शन का कोई ठिकाना नहीं। इधर से गाड़ी आती है उधर से ग्रांड ट्रंक एक्सप्रेस छूट जाती है। हम को एक अजीब सी ट्रेन दी गई है जो शुरू होती है रायगढ़ से, जाती है पहले दक्षिण को, फिर उत्तर को, फिर दक्षिण की ओर और ले कर दो रोज के बाद हम लोग भोपाल पहुंचते हैं। यहां पर हम देखते हैं कि छोटे छोटे स्टेशंस की ओर दूसरी जगहों पर ध्यान दिया जाता है, वे बनाये जाते हैं, पानी का वहां इंतिजाम किया जाता है, मगर जो कैपिटल आफ मध्य प्रदेश है, उसकी तरफ कोई ध्यान नहीं दिया जाता है। अब मैं ने पढ़ा है कि वह बनाया जाएगा, मालूम नहीं कब तैयार हो। मध्य प्रदेश के जो बड़े बड़े टाउंस हैं, जैसे ग्वालियर है या दूसरे टाउन हैं, उनके बारे में कुछ भी नहीं किया गया है। समझ में नहीं आता कि क्या बात है। जनरल मैनेजर साउथ ईस्टर्न रेलवे जो हैं वह बहुत साधु आदमी हैं। मैं समझता हूं कि बेहतर होता कि वह किसी तीर्थ स्थान में चले जाते बनिस्पत इसके कि जनरल मैनेजर वहां के होते। इससे मेरा मतलब केवल इतना है कि उनको इंटिरेस्ट लेना चाहिए। यह बात मुझे बड़े अफसोस के साथ कहनी पड़ रही है कि जितना इंटिरेस्ट उनको लेना चाहिए उतना वह लेते नहीं हैं।

एक गाड़ी रायपुर से धमतरी तक जाती है जो कि सिर्फ ४८ मील का फासला है जो आठ बजे चलती है और नौ बजे ही पहुंचाती है। मोटर से अगर जाएं तो चार ट्रिप लगा सकते हैं स्टेशन की हालत यह है कि धमतरी स्टेशन पर न बत्ती है, न प्लेटफार्म है और न ही वेटिंग रूम है और जो वेटिंग रूम है भी वहां पर रेलवे गुड्स भरी पड़ी हैं। वहां पर कोई एप्रोच रोड्स भी नहीं हैं। ये सब बातें ऐसी हैं जिनकी तरफ रेलवे बोर्ड का ध्यान जाना चाहिए। जहां तक टिकट कलैक्टर की बात है वे भी गजब करते हैं,

[श्री वीरेन्द्र बहादुर सिंहजी]

जिस को टिकिट चाहिये उसको टिकिट नहीं मिलता है बगैर टिकट के मुसाफिर घूमते हैं यह बात मैंने डिविजनल आफिसर को भी लिखी थी कि कम से कम इस ट्रेन के बारे में तो कुछ किया जाए लेकिन कुछ भी नहीं किया गया। अब सुना है कि शायद कुछ किया जाने वाला है, मालूम नहीं कि यह ४६ लाख के अन्दर है या क्या है, ईश्वर जाने।

उपाध्यक्ष महोदय, मैं ये बातें शिकायत के तौर पर नहीं कह रहा हूं बल्कि इसलिए कह रहा हूं कि इन की तरफ ध्यान दिया जाए और जो शिकायतें हैं, उनको दूर किया जाए। तीन साल से मैं कहता आ रहा हूं कि साउथ ईस्टर्न का जो पोर्शन है, गोंडिया से रायगढ़ तक का जिसके बारे में सरदार अ० सि सहगल ने भी कहा है, इसकी तरफ आपका ध्यान जाना चाहिये लेकिन कुछ भी नहीं किया गया है। अगर एक कमिशन बिठा कर आप इस की जांच करवायें तो आपको पता लग जाएगा कि वहां कितनी तकलीफ है। पिछले साल हमारे रेलवे मिनिस्टर साहब उधर गए थे, लेकिन उन्होंने रातों रात ही ट्रेवल किया और रायपुर में सिर्फ दो घंटे ही उन्होंने बिताये और वाइजैग चले गए। दो घंटे बिताये और वे भी रात के समय, पता नहीं उन्होंने क्या देखा और क्या नहीं ....

उपाध्यक्ष महोदय : अगर आपने उनको लंच पर बुलाया होता तो दिन में देखते।

श्री वीरेन्द्र बहादुर सिंहजी : इसमें परसनल बातें आ जाती हैं। जो अपने इलाके के बारे में मुझे मांग करनी है वह तो मैं बाद में करूंगा अभी मैं गुड्स के ऊपर जो फ्रेट रेट बढ़ाया गया है पांच परसेंट उसके बारे में कुछ कहना चाहता हूं। मेरी समझ में नहीं आया है कि यह क्यों किया गया है यह रेट जो बढ़ाया गया है चावल दाल पर नहीं लगाना चाहिये। हो सकता है कि पे कमिशन की सिफारिशों को अमल में लाने के लिए जो खर्चा बढ़ेगा उसको मीट करने के लिए ऐसा किया गया हो। लेकिन यह जो टैक्सेशन रखा गया है, इससे जो आमदनी होगी उसका खर्च किस प्रकार किया जाएगा, यह मैं जानना चाहता हूं। आप के पास सब रिकार्ड रहता है कि किस रेलवे पर कितनी आमदनी होती है, किस परसेंटेज में होती है। आप हमें बतलायें कि फ्रेट रेट बढ़ाने के बाद किस जोन से कितनी आमदनी होती है और उस जोन पर कितना खर्च किया जाता है। जब पैसेंजर एमेनिटीज का सवाल आता है तो क्या क्या और कितना कितना कहां खर्च किया जाता है और जो नए काम होते हैं वे कहां कहां और किस हिसाब से किए जाते हैं। जिस जिस स्टेट से जितनी आमदनी होती है वहां वहां पर उसी हिसाब से खर्च भी होना चाहिए यह नहीं कि कहीं पर बहुत ज्यादा खर्च कर दिया जाए और कहीं पर कुछ भी न किया जाए।

जहां तक पे कमिशन की रिपोर्ट का सम्बन्ध है अगर वह अच्छी है तो मैं चाहता हूं कि उसको मान लिया जाए और अगर उसमें कोई कमी है तो उस कमी को दूर किया जाए। जहां तक क्लास ३ और क्लास ४ का ताल्लुक है उसको आपको सन्तुष्ट करके रखना चाहिए, यह नहीं होना चाहिए कि उनको जो अब तक मिलता आ रहा है उसमें भी कमी कर दी जाए।

मैं यह भी चाहता हूं कि नीचे के जो अफसर हैं उनमें न्यू ब्लड आप लायें और नीचे के अफसरों को मौका दें कि वे ऊपर आ सकें। जो जूनियर आफिसर हैं उनकी शिकायत है कि सीनियर आफिसर्स को चूंकि एक्सटैंशंस मिलती रहती है इस वास्ते उनको ऊपर जाने का मौका नहीं मिलता है। मैं समझता हूं कि जिस वक्त किसी अफसर को रिटायरमेंट का वक्त आए उस वक्त उसको रिटायर कर

दिया जाए और नीचे के अफसर को ऊपर आने का मौका दिया जाए।

एक डिपार्टमेंट आपका ऐसा है जिस पर लाखों और करोड़ों रुपया खर्च हो रहा है जिसे मैं समझता हूं बिल्कुल फिजूल है और वह डिपार्टमेंट आपका विलायत का परचेज डिपार्टमेंट है। मालूम नहीं क्यों इस डिपार्टमेंट को आप रखे हुए हैं। जब आप अफसरों को खरीद करने के लिए यहां से जर्मनी या स्विटज़रलैंड भेजते हैं जहां से आपका ज्यादा तर माल खरीदा जाता है तब तो बात समझ में आ सकती है और उस काम के लिए एक आदमी के बजाय दो भेज सकते हैं लेकिन विलायत में जो यह पैराफरनेल्या आप रखे हुए हैं जो कभी हिन्दुस्तान आते हैं कभी हिन्दुस्तान से जाते हैं और कभी कहीं और आते जाते हैं और इस तरह से जो लाखों रुपया खर्च हो जाता है, यह बिल्कुल फिजूल है और इस डिपार्टमेंट की कोई जरूरत नहीं है। जर्मनी या ज्यूरिक में जहां से आप ज्यादा सामान खरीदते हैं उनमें अगर आदमी रखे जाए तब तो बात समझ में आ सकती है लेकिन इस परचेज डिपार्टमेंट की विलायत में कोई आवश्यकता नहीं है।

मैंने बजट में देखा है कि मीटर को ब्राड गेज कई जगहों पर किया जा रहा है। मध्य प्रदेश में नैरो गेज को बढ़ाने की तरफ कोई ध्यान नहीं दिया गया है। जबलपुर से लेकर गोंदिया होते चांदा एक नैरो गेज लाइन जाती है। इसको ब्राड गेज करने का भी विचार नहीं किया जा रहा है। धमतरी से जो रायपुर, लाइन है, इसको ही कम से कम ब्राड गेज कर दिया जाए तो भी कुछ बात बने। इस के बारे में मध्य प्रदेश की सरकार ने दूसरे प्लान से पेश्तर आपको रिपोर्ट भेजी थी मगर उस पर कोई विचार नहीं किया गया। रायपुर से धमतरी और धमतरी से बालोद तक अगर लाइन बन जाए तो जो कोल एरिया है उसको सुविधा हो जाएगी और साथ ही साथ आपकी आमदनी भी बढ़ेगी। साथ ही साथ एक नई रेलवे लाइन का बनाना बहुत जरूरी था, बालोद और दंडकारण्य जगदलपुर होते हुए कोरापट। मैं ने इस साल के बजट में उसे नहीं देखा। यह बहुत जरूरी लाइन है और इस इलाका में काफी कोयला, लोहा आदि की खानें हैं और नई लाइन को खोलने से देश को बहुत फायदा पहुंचेगा। साथ ही साथ पिछड़ा हुआ जो इलाका दंडकारण्य का है उस को यातायात को सहूलियत मिल जायेगी।

15 hrs.

मैं आज दो तीन महीने से सुन रहा हूं कि डोंगरगढ़ का जो लोको शेड है वह हटाया जा रहा है। उस पर रेलवे ने काफी रकम खर्च की है। सुनने में आ रहा है कि उस लोको शेड को गवर्नमेंट भिलाई ले जाने वाली है। मैं यह तो नहीं कहता कि दूसरी जगह पर शेड न बनाया जाय, मगर जिस शेड की वजह से गवर्नमेंट को फायदा है और वहां के आदमी भी १०, ५ रु० कमा लेते हैं, वहां पर लाखों रुपयों की इमारतें तैयार हो गई हैं, फिर लोको शेड क्यों हटाया जा रहा है फिर भिलाई से डूंगरगढ़ दूर नहीं है, मुश्किल से ३० या ४० मील है, इस लिये वहां से शेड को हटाने में रेलवे को काफी नुक्सान होगा। अलावा इसके कि बिलासपुर में एक शेड है।

उपाध्यक्ष महोदय : माननीय सदस्य रेलवे में तो पंक्चुअलिटी चाहते हैं लेकिन खुद पंक्चुअल नहीं हैं।

श्री वीरेन्द्र बहादुर सिंहजी : मैं बहुत कम बोलता हूं इस लिये कभी कभी लेट हो जाता हूं।

उपाध्यक्ष महोदय : मुझ से यह उम्मीद न रक्खें कि मैं उन को लेट हो जाने दूंगा। यहां पर पंक्चुअल होना जरूरी है।

श्री वीरेन्द्र बहादुर सिंहजी : मैं यह अर्ज करना चाहता था कम से कम डोंगरगढ़ से लोकोशेड न हटाया जाय। और वहां पर मुसाफिरों के लिये वेटिंग हाल की बड़ी सख्त जरूरत है। बरसात में आदमियों के बैठने की जगह वहां पर नहीं रह जाती। इस लिये वहां वेटिंग हाल बहुत जरूरी है।

मैं एक चीज और कहूंगा। हालां कि वह बात थोड़ी सी हंसी की है और गुस्ताखी माफ हो आज कल जो हमारे रेलवे के कमोड कम्पार्टमेंट्स हैं वे ईस्टर्न स्टाइल के बनते हैं। वह बिल्कुल नीचे तक रहते हैं। अगर उस पर बैठ कर किसी चीज को पकड़ा जाय तो एक तरफ को झुकना पड़ता है, और बिना पकड़े हुए अगर बैठा जाय तो अपने को संभालना मुश्किल हो जाता है। इसलिये मैं यह अर्ज करना चाहता हूं कि इन कमोडों को कम से कम ऐसा बनाया जाना चाहिये कि बैठने की जगह कुछ ऊंची हो ताकि आदमी बैठ भी सके ठीक से, या जैसे पहले ऐंग्लो इंडियन स्टाइल के कमोड हुआ करते थे वैसे बनाये जायें तब भी यह तकलीफ हट जायेगी।

एक बात आखिर में मैं रेलवे प्रोटेक्शन फोर्स के बारे में कहना चाहता हूं। यह बात बड़ी अच्छी है कि रेलवे प्रोटेक्शन फोर्स में है। लेकिन प्रोटेक्शन फोर्स में और मौजूदा रेलवे पुलिस फोर्स में आजकल कोआपरेशन नहीं है। यह समझते हैं कि हम उन को प्रोटेक्ट करने जा रहे हैं, हम उन्हें सुपरइम्पोज करते हैं। जो बात पहले वाच ऐंड वार्ड में और स्पेशल पुलिस फोर्स में थी उसी तरह से आज रेलवे प्रोटेक्शन फोर्स और स्पेशल प्रोटेक्शन फोर्स में कोआपरेशन और एक दिल से काम होना चाहिये।

श्री मानकभाई अग्रवाल (मन्दसौर) : उपाध्यक्ष महोदय, मैं सर्वप्रथम तो आपके द्वारा रेलवे मंत्री जी और रेलवे मन्त्रालय को प्रगतिशील तथा स्वाभिमानी बजट पेश करने के लिये धन्यवाद देता हूं। हिन्दुस्तान की आजादी के बाद वास्तव में हमारे देश में काफी काम हुए हैं। परन्तु भारतीय रेलवे ने जो काम किये हैं वे इस इतिहास में चिरस्मरणीय रहेंगे। चाहे हम इन्जन के मामले में लें या डब्बे के मामले में लें या वैगन्स के मामले में लें, हम अब आत्म निर्भर हो गये हैं और मुझे इस बात की खुशी हुई रेलवे मंत्री जी के वक्तव्य से कि वे अब यहां से इन चीजों का एक्सपोर्ट भी करने वाले हैं। मैं वह दिन देखना चाहता हूं कि जबकि हमारी भारतीय रेलें न केवल बड़े बड़े मामलों में बल्कि सभी मामलों में आत्म निर्भर हो जायेंगी और सारे का सारा काम में लगने वाला सामान हमारे देश में बनने लग जायेगा और वह दिन हमारे लिये बड़ा शुभ दिन होगा। हमने रेलवे में बड़े बड़े काम किये हैं परन्तु अब भी हम जिस मंजिल तक पहुंचना चाहते हैं वह मंजिल हमारे लिये दूर है और हमें उस ओर काफी ध्यान देना है।

माननीय मंत्री ने इस सदन में कई बार घोषणा की, और बाहर भी, कि हम रेलवे में दो ही क्लास रक्खेंगे। इस बात को काफी अर्सा बीत गया परन्तु अभी भी तीन चार क्लास रेलवे में मौजूद हैं। मैं रेलवे मंत्री जी से कहना चाहता हूं कि वह जितनी जल्दी हो सके इन क्लासेज को खत्म करें। रेलवे ने पैसेंजर अमेनिटीज पर ध्यान दिया है और अब भी ध्यान देने की कोशिश में है। परन्तु आज भी वहां काफी दिक्कतें मौजूद हैं। भीड़ की चर्चा इस सदन में मेरे पूर्व वक्ताओं ने भी की है। अगर आप थर्ड क्लास की हालत को देखें, खास कर जब शादी विवाह या प्रदर्शनी जैसे अवसर आ जाते हैं, तो पता चलेगा कि रेलवे में किस तरह भीड़ भाड़ होती है। अभी भी रेलवे ने काफी बड़ी बड़ी और लम्बी लम्बी ट्रेनें चलानी आरम्भ की हैं, फिर भी इस तरफ और ध्यान दिये जाने की आवश्यकता है कि जहां अधिक ट्रैफिक हो वहां अधिक ट्रेनें चलाई जायें।

मध्य प्रदेश इस समय हमारे बड़े प्रदेशों में है। जैसा कि मेरे पूर्व वक्ताओं ने कहा है,

स्टेट्स रिग्रार्गेनाइजेशन कमीशन ने इतना बड़ा प्रदेश बनाते समय कहा था कि इस प्रदेश में कम्यूनिकेशन के बढ़ाने की ग्रावश्यकता है । इस प्रदेश को बने हुए तीन, साढ़े तीन साल हो गये परन्तु इस मध्य प्रदेश में कोई रेलवे लाइन कहीं बनी हो यह देखने में नहीं ग्राता । ग्रभी एक दो लाइनों पर काम प्रारम्भ होने की घोषणा जरूर की गई है । उनमें से एक गुना से मक्सी लाइन है । परन्तु मध्य प्रदेश की हालत को देखते हुए यह ग्रावश्यक है कि वहां ग्रौर कोई नई लाइनें खोली जायें । नीमच से भोपाल तक की रेलवे लाइन का वार से पहले सर्वे हुग्रा था । उसको ३० या ४० साल का ग्रर्सा हो गया । यह लाइन मध्य प्रदेश ग्रौर राजस्थान दोनों के लिये फायदेमन्द है किन्तु उसका काम ग्रभी शुरू नहीं हुग्रा । न तो फिर से उसका सर्वे हुग्रा है ग्रौर न उस पर गौर ही किया जा रहा है । भिण्ड से ग्वालियर तक नैरो गेज लाइन चलती है । नैरो गेज लाइन से, हमारे रेलवे मंत्री जी स्वयं ग्रच्छी तरह से जानते हैं, न तो यात्रियों को ही सन्तोष है ग्रौर न उससे कोई लाभ है । उससे ग्राय भी बहुत कम होती है । मैं चाहता हूं कि इस लाइन को इटावा तक बढ़ा दिया जाय ग्रौर उसे ब्राडगेज में परिवर्तित कर दिया जाय । सवाई माधोपुर से श्यापुर तक रेलवे निकालना भी ग्रावश्यक है । ग्रगर यह रेलवे लाइन निकाली गई तो इससे भी राजस्थान ग्रौर मध्य प्रदेश को काफी फायदा होगा । मीटर गेज भी हमारे क्षेत्र में है । ग्रजमेर से खंडवा तक जाती है । यहां पर रफ्तार की बहुत चर्चा हुई है । उसकी रफ्तार ऐसी है कि ग्रगर हम मन्दसौर से बैठें ग्रौर इन्दौर जाना चाहें, जो कि कुल १०० मील है, तो उसमें ग्राठ या नौ घण्टे लगते हैं । ग्रगर इस ग्रणु युग में ११ मील की रफ्तार से रेलवे चले तो कौन रेलवे पर बैठना पसन्द करेगा, जबकि ग्रच्छी ग्रच्छी बसें ढाई या तीन घण्टे में इतना फासला तय कर लेती हैं ?

कल सदन में एक कश्मीर के मित्र ने कश्मीर में रेलवे ले जाने पर जोर दिया । यहां मैं कश्मीर को रिप्रेजेन्ट तो नहीं करता लेकिन मैं यह मानता हूं कि कश्मीर ग्रौर ग्रासाम ऐसे हिस्से हैं जो ग्रभी रेल से वंचित हैं । वहां पर रेलों का ले जाया जाना काफी ग्रावश्यक है । इन्दौर से दाहोद रेलवे लाइन का सर्वे भी किया जा चुका है ग्रौर उसकी चर्चा बहुत काफी है । ग्राप जानते हैं कि इन्दौर का बहुत महत्व है ग्रौर वह काफी बड़ा व्यापारिक केन्द्र है । ग्रगर यह रेलवे लाइन निकाली जाय ग्रौर दाहोद तक बनाई जाय तो ग्रादिवासी क्षेत्रों को इससे बहुत लाभ होगा । इन्दौर एक ग्रौद्योगिक नगर है ग्रगर उस का बम्बई से सीधा सम्बन्ध हो सके तो काफी फासला कम हो जायेगा ग्रौर उससे मेरे ख्याल में फायदा भी काफी होगा ।

उपाध्यक्ष महोदय, मैं रेलवे मंत्रालय द्वारा ग्राम जनता को दी जाने वाली सहूलियतों के सम्बंध में कुछ निवेदन करना चाहता हूं । यह ठीक है कि रेलवे मंत्रालय ने जनता की सुविधा के नाम पर रेलवे स्टेशनों पर ग्रौर ट्रेनों में भोजनालय ग्रौर रेस्टोरेंट कायम किये हैं परन्तु उस सम्बन्ध में जो मेरा कटु ग्रनुभव रहा है उसके ग्राधार पर उनसे कोई लाभ जनता को हुग्रा हो ऐसा मैं नहीं मानता । जनता भोजन के नाम पर १० ग्राने में लोगों को खाना देने की व्यवस्था की गई है । वैसे खाने का वहां पर १ रुपये २ ग्राने भी लिया जाता है । चाहे वह १ रुपये २ ग्राने वाला खाना ले लिया जाय ग्रथवा १० ग्राने वाला, दोनों खराब होते हैं ग्रौर साथ ही मुसाफरों को समय पर नहीं दिया जाता है । इसके ग्रतिरक्त एक चीज ग्रौर देखने में ग्राती है कि ग्रब चूंकि बिएरों की तनख्वाह कर दी गई है इसलिये वे बिल्कुल निकम्मे हो गये हैं, काम पर ध्यान नहीं देते हैं ग्रौर वक्त पर खाना सप्लाई नहीं करते ग्रौर यही वजह है कि रेलवे को इन भोजनालयों ग्रौर रेस्टोरेंट्स से काफी नुकसान हो रहा है । मुसाफिरों द्वारा शिकायत किये जाने पर भी कोई खास सुनवाई ग्रौर ध्यान नहीं दिया जाता है । मैंने स्वयं एक मरतबा ग्रपने लिए खाना मंगाया, खाना देने के लिये इंकार किये जाने पर मैंने उस के बारे में शिकायत लिख कर

[श्री मानकभाई अग्रवाल]

भेजी । बम्बई से उसके बारे में मेरे पास यह जवाब आया कि हमने इस ओर ध्यान दिया है और आपको उस कारण जो असुविधा हुई हो उस के लिए मैं क्षमा चाहता हूं । अब रेलवे और उसके द्वारा यह जो भोजनालयों का प्रबन्ध किया गया है वह एक व्यापारिक आधार पर चलाया जा रहा है और एक व्यापारिक संस्था होने के नाते यह कह देना कि हम उसके लिये क्षमा चाहते हैं कुछ मुनासिब नहीं है । आखिर आपने भोजनालय जो चलाये हैं और उसमें जो बेयरर्स और दूसरे व्यक्ति मुलाजिम रक्खे हैं वह किस लिए रक्खे हैं ? कोई आपने सदाव्रत थोड़े ही खोल रक्खा है । आपने इसकी व्यवस्था जनता को सुविधा पहुंचाने के हेतु से और साथ ही अच्छी आमदनी करने की दृष्टि से की है । मैं चाहूंगा कि इस ओर रेलवे मंत्रालय ध्यान दे और इसकी समुचित व्यवस्था की जाय ।

जहां तक रेलवेज में सफाई का सवाल है उस ओर आपने जरूर ध्यान दिया है और मैं मानता हूं कि सफाई का मामला आपने काफी ठीक किया है । परन्तु मैं दावे के साथ कह सकता हूं कि सफाई करने वालों का काम सिर्फ बिल्ले लगा कर फस्ट क्लास के डिब्बों के सामने खड़े हो जाने और फस्ट क्लास के मुसाफिरों के लिए ही सफाई की व्यवस्था करना ही हो गया है जो उचित नहीं है क्योंकि उनकी संख्या थर्ड क्लास के मुसाफिरों की अपेक्षा बहुत ही कम होती है और रेलवेज को थर्ड क्लास के मुसाफिरों से बहुत अधिक आय होती है क्योंकि देश के लाखों लोग थर्ड क्लास में ही सफर करते हैं । यह खेद का विषय है कि वहां कोई सफाई का ध्यान नहीं दिया जाता है । मंत्री महोदय मुझे आशा है इस बारे में जरूरी हिदायतें देंगे ।

रेलों में भीड़ गड़ कम करने की चर्चा यहां पर बहुत बार हुई है । जिन लोगों के पास पैसा है और वे बगैर टिकट सफर करते हैं ऐसे लोगों को यदि पकड़ कर सजा दी जाती है तो वह ठीक बात है परन्तु जो रेलवे स्टाफ ड्यूटी पर होता है वह बिल्कुल दयालु बन कर जैसे कि अपने घर की ही रेल चल रही हो, बर्ताव करते हैं । एक तरफ तो हम लोगों को रोकने का प्रयत्न करते हैं लेकिन मैं रेलों में देखता हूं कि भिखमंगे और कोढ़ी वगैरह बिना टिकट आम मुसाफिरों के डिब्बों में सफर करते हैं और रेलवे का जो स्टाफ ड्यूटी पर होता है वह कभी इस बात की कोशिश नहीं करता कि उनको आम मुसाफिरों के साथ और वह भी बिला टिकट सफर करने से रोके । यह जो कोढ़ी और अन्य छूत के रोगी भिखारी आम मुसाफिरों के साथ सफर करने दिये जाते हैं तो इससे अन्य मुसाफिरों में भी वह रोग फैल सकते हैं और इसलिये ऐसे बेगर्स को उतार दिया जाय परन्तु इस सम्बन्ध में रेलवे अधिकारी दयालुता दिखलाने में उनको सफर करने देते हैं और वह दयालुता वे इस वजह से दिखलाते हैं कि उनकी जेब से तो पैसा जाता नहीं है भले ही रेलवे मंत्रालय को और देश को घाटा हो और भले ही जनता में रोग फैले, इसकी चिन्ता उनको नहीं रहती । रेलों में जो आज भीड़भाड़ चलती है वह तो है ही लेकिन यह जो मुफ्त की भीड़भाड़ होती है और उस पर कोई चेक नहीं रहता है तो बड़ा दुःख होता है ।

आज चारों तरफ रेलवेज का एक्सटेंशन हो रहा है । मीटरगेज पर दो स्टेशनों के बारे में मैं कहना चाहता हूं यह खण्डवा और अजमेर के बीच में कचनार और थड़ोद के फ्लैग स्टेशन्स वर्षों से चले आ रहे हैं इनको परमानेंट स्टेशन बना दिया जाना चाहिये । यह काफी बड़ी जगह हैं, काफी टिकट वहां से बिकते हैं और काफी यात्री वहां आते जाते हैं और उन का परमानेंन्ट स्टेशन बनाया जाना बहुत ही आवश्यक है ।

जावरा छोटी लाइन पर एक बहुत बड़ा टाउन है। ४० हजार की उसकी आबादी है परन्तु अगर उस स्टेशन पर हम

जायें तो जहां पर सारे देश में रेलवेज ने प्रगति की है परन्तु जावरा स्टेशन को देख कर हम यह नहीं कह सकते कि रेलवेज में कोई प्रगति हुई है। वहां का प्लेटफार्म भी उसी पुरानी हालत में है और न ही शैड बना हुआ है। मैं चाहता हूं कि जावरा स्टेशन का प्लेटफार्म ठीक किया जाय और वहां पर शैड बनाया जाय। यही हालत शामगढ़ स्टेशन की है जहां कि डीलक्स, फ्रंटियर मेल और जनता आदि सभी गाड़ियां ठहरती हैं। वहां पर भी अभी तक शैड नहीं बन पाया है। शामगढ़ पर भी शैड बनाया जाना चाहिये। इसी तरह मन्हसौर जिले का हैड क्वार्टर है स्टेशन पर भी शैड बनाया जाना चाहिए।

रेलवे मंत्री महोदय ने हमें बताया है कि द्वितीय पंचवर्षीय योजनाकल में हजारों की तादाद में मकान बन रहे हैं और बन भी गये हैं, चारों तरफ बन रहे हैं फिर भी रेलवे कर्मचारियों की मकानों की समस्या इतनी गम्भीर है कि वह हल नहीं हो पा रही है और काफी तादाद ऐसे रेलवे कर्मचारियों की है जिन को कि मकान नहीं मिलते हैं और ऐसी हालत में उनका काम करना मुश्किल हो जाता है। इस सम्बन्ध में मैं शामगढ़ का उदाहरण रखना चाहता हूं कि वहां पर तीन साल से हम मकान बना रहे हैं लेकिन वे पूरे नहीं बन पाये हैं कितने ही अधूरे पड़े हैं क्योंकि अभी तक उन पर छतें नहीं गिरी हैं। आज वहां के कर्मचारी इधर उधर मारे मारे फिरते हैं। मैं मंत्रालय से निवेदन करना चाहता हूं कि अगर उन के पास फंड्स की कमी है तो थोड़ा काम ही हाथ में लें पर इसका जरूर ख्याल रखें कि जिस काम को भी हाथ में लें वह समय पर पूरा हो जाय। इस बात की ओर अगर ध्यान दिया जायगा तो काफी फायदा होगा।

हमारे देश में करीब ८, ६ साल से वृक्षारोपण मनाया जा रहा है। वृक्षारोपण और रेलवेज अगर इन दोनों का मिलान करें

तो उपाध्यक्ष महोदय, मैं रेलवे मंत्री जी और उनके मंत्रालय से कहना चाहता हूं कि उन्होंने इस ओर कतई ध्यान नहीं दिया। आप रेलवे मंत्रालय और हम सभी जानते हैं कि स्लीपर्स की कमी है। अब रेलवे मंत्रालय जिसके पास हजारों मील की रेलवे लाइन है, जमीन उस के पास है, वह अगर यह फैसला कर ले और इस तरह जिहाद बोल दे कि दोनों ओर उनके पास जो जमीनें हैं लाइंस के पास उन में काफी तादाद में वे झाड़ लगायेंगे तो उससे ट्रैक भी मजबूत होगा और कुछ सालों बाद जो वहां से लकड़ी मिलेगी उससे स्लीपर्स भी बन सकेंगे और जो मकसद अभी हमारे झाड़ लगाने का है वह भी पूरा हो जायगा।

Shri Bhanja Deo (Keonjhar): Mr. Deputy-Speaker, though I congratulate the Railway Ministry on their performance during the Second Five Year Plan and for their work as carriers, I am afraid, I cannot congratulate the Railway Minister, or the administration, as far as the railway finances are concerned. Already, some hon. Members have spoken about it at length and so without going into the details, I shall only give an idea of the precarious position of the railway finances by showing how the Development Fund, Railway Depreciation, Reserve Fund and the capital at charge compare with each other. It is time that instead of going on the conventional pattern of proposals, the Railway Conventions Committee, whose life has been extended by one year more, thinks of some radical measures to improve the railway finances.

[SHRI MULCHAND DUBE *in the Chair*]

Now I shall state regarding the Railway Development Fund, Railway Depreciation Reserve Fund and capital-at-charge to show how precarious are the railway finances, which will depend for their development always on loans, including loans from the general revenues to the extent of

[Shri Bhanja Deo]

Rs. 34.46 crores. It shows that from the third year onwards of the Second Plan the Development Fund was inadequate to perform its functions as a modest source of finance for development. Appropriations from railway surplus were utterly insufficient for its functions and, in the last three years, recourse had to be taken to borrowings from general revenues. In other words, real finance did not come from the railway revenues exclusively but from the general revenues under a different name.

How depreciation allocations present a perplexing problem to post-war industry is demonstrated in a telling manner in the case of Depreciation Reserve Fund of the Railways. The trends in this Fund are traced from the fact that from a closing balance of Rs. 104.37 crores in 1955-56 it now stands at Rs. 17.75 crores. Each year Rs. 45 crores were credited to the Depreciation Reserve Fund from the current Railway revenues in pursuance of the existing financial convention, whose lease has been extended till the end of the Second Plan period. The balance of appropriations in the above figures represent credits on account of interests earned. While total appropriations during the Second Plan period rose to Rs. 240.47 crores, withdrawals rose steeply to Rs. 319.85 crores.

The final position of the Depreciation Fund will be that over the period of the Second Plan, its size will shrink from the opening balance of Rs. 103.47 crores to a token balance of Rs. 17.75 crores in 1960-61. This state of the fund is easily explained by the fact that renewals and replacements for which withdrawals were made from it took a very heavy toll under the pressure of accelerated expansion. But the closing balance at the end of the Second Plan reduced the Fund to nothing more than a travesty, when it is considered in relation to the capital-at-charge of the Railways which would rise to Rs. 1,563.29 crores at the end of March 1961. The abnormal rate at which the Depreciation Fund was depleted—and it may be recalled that there was a time when this fund was raided for payment of interest charges—has gone to fulfil, no doubt, a vital function. That function is to hold down, in some degree, the over-capitalisation of railway assets.

This brings us to the final indicator of the railway finances which is the remarkable expansion of the capital-at-charge, which from Rs. 968.98 crores in 1955-56 will be Rs. 1,563.29 crores as per Budget estimates.

It may not be out of place for me to quote here Sir Anthony Eden and what he says about industrial expansion and economic conditions of England at the close of 1955 in his *Memoirs* on page 321. He says:

> "It seems to me that our excessive spending as a nation is due as Woolton pointed out some time ago, to the fact that both Government and industrialists have been captivated by the idea of an expanding economy. We are right to expand but now we have done it so that we are bursting at the seams."

This, I think, is a very appropriate analogy to our present day railway's financial conditions that are prevailing in the country.

In an inflationary phase the emphasis should be more on economy and increased efficiency. The Railway Budget and the proposal to impose a surcharge of 5 nP per rupee on freight does not show that the Ministry is alive to this responsibility. There are factors which should have been taken into consideration before arriving at a decision of this nature. The Indian Railways handle 90 per cent of the total coal production in the country, 80 per cent. of the cement produced in India, 86 per cent of the metallic ores (other than manganese ore), 82 per cent of manganese ore, 90 per cent of paper products and imports, 90 per cent. of tea and almost the en-

tire production of iron and steel and its manufactures. This indicates the important role that the Railways play in the country's economy. Changes in the freight structure will not only boost up production costs, but will also add to the existing inflation and have adverse effect on exports which earn us foreign exchange.

The Chairman of the Railway Board, addressing a press conference soon after the Budget was presented, stated that judgment should be deferred on the impact of the increase of 4 per cent in freight rate introduced in October, 1958. With the improvement in the economic conditions in general and further programme of industrialisation in the country, the earnings of the Railways are bound to go up as a result of the implementation of certain recommendations of the Railway Freight Enquiry Committee. The advisability of enhancing the rate at this juncture by the Railway Ministry, when the authorities concerned are not in a position to assess the full effect of the revised freight rates that were imposed in 1958, is open to doubt. Therefore whether this further surcharge of 5 nP per rupee was justifiable or not is a point of doubt.

The reason for the surcharge is the recommendations made by the Pay Commission regarding railway employees. I doubt, however, if it will be reduced or withdrawn *in toto*, if the revised rates imposed in 1958 increase sufficiently to cover the deficit in coming years.

The question arises as to how else the Railways could have financed this extra expenditure without it. Despite various statements made and reorganisation of administration expenditure which shows separate costs under administration, operational charges, staff, non-developmental expenditure in Railways, especially under administration, has gone up from about Rs. 23 crores to about Rs. 36 crores in 1959-60, which shows an increase of over 56 per cent. We can see this from Table VIII, page 20, of the *Review of the performance of Indian Railways*, supplied with Budget papers.

Another indicator of the Railway finance is the ratio of the net reserve receipts to capital-at-charge. It has gone down from 5.75 in 1950-51 to 4.37 in 1958-59 and, according to the revised estimates for 1959-60, is at 4.80. There is therefore a widespread feeling that the standard of the workers' efficiency has fallen.

The hon. Railway Minister, at page 12 of his speech, has referred to the falling supply of coal and has requested the Steel, Mines and Fuel Ministry to come to his rescue. But may I ask the hon. Railway Minister as to why he does not try to have washeries in his own collieries, since they also own some collieries in Orissa. I know which are the Railway collieries. Why not experiment with washeries in those......

Mr. Chairman: The hon. Member's time is up.

Shri Bhanja Deo: Five minutes more.

Mr. Chairman: Two minutes more.

Shri Bhanja Deo: Five minutes, Sir, I will now refer to the bottleneck at Banaspani which supplies iron ore and manganese ore for export as well as manganese ore for the steel mills. Unless a line from there is extended to Rourkela, I am afraid it will be difficult to supply the iron requirements of the steel mill.

The hon. Railway Minister haa made an appeal that for facilitating the movement of coal, ore etc., the producer should build up stocks during the busy season so that the movement is taken up by the Railways during the slack season. If this appeal is responded to, the plight of marginal collieries and mines would be unenviable. In many places immobilisation of the working capital and interest charges would create a

[Shri Bhanja Deo]

far more serious problem for the industry and trade than the relief which the Railway Minister expects to provide.

An attempt of self-sufficiency on the part of the Railways is praiseworthy but there is need for reorientation of its outlook on the ancillary industries. Instead of offering them preferential rate, it would be much better if the Railways were to set up an organisation of know-how to help them as has been suggested by the Japanese industrial team which visited our small-scale industries.

The development of the railways in the First Plan was directed mostly to rehabilitation and replacement of worn-out machinery, but an attempt was made to cope with new traffic. It was, however, noticed that the demand outstripped the capacity of the railways. In this background, therefore, the Second Plan aimed at increasing the capacity of the railways to handle a total of 162 million tons of goods and a 50 per cent increase in passenger traffic. Although the details of the railway targets under the Third Plan are not available, a recent article written by the hon. Railway Minister in *Commerce* has given us an idea of what they would be. He thinks the railways might be called upon to carry 90 million tons of additional traffic, implying an increase of over 50 per cent in originating traffic.

In his Budget Speech, the hon. Minister has referred to the Neogy Committee appointed by the Government to co-ordinate rail-road development programme. Any such programme should be based on actual realities existing in the Indian economy.

The Third Plan, it is now openly stated, will aim at production of 110 million tons of foodgrains and building up of stocks at pivotal points of five million tons. The existing operation of railways shows that while it plays a prominent role in the transport and handling of imported goods and movement for export, its role in internal production is very insignificant. Of the total production and imports of foodgrains, the railways in general have to handle over 15 per cent, as against 90 per cent of ore. While in the past surpluses were not available for movement, the stock-piling in the Third Plan period, together with increased production, is bound to make a demand for maximum transport capacity. This will necessitate an all-round development of transport. Road transport should not be blamed if, as a result of the surcharge, freight goods are diverted to road transport. Last year the Railway Minister blamed the competition of the roads for the fall in railway revenues, but closer scrutiny will reveal that it was the slackness in economy that failed.

Lastly, while building up our transport to meet the developing economy under the Third Plan, it should be so phased that rail and road transport are so co-ordinated that they meet the country's needs to fulfil the targets of the Third Plan.

Shri Tangamani (Madurai): The Railway Minister announced that in pursuance of the Standards of Weights and Measures Act, 1956, a beginning would be made by the Commercial Department of the railways by adopting the metric system of weights and measures from 1st April, 1960. So, from that date, the unit of weight for purposes of charge would be a kilogram instead of a maund, and the distance between stations would be reckoned in kilometres instead of miles. This is a welcome announcement, but I submit that this should not be used for increasing the freights.

On the 15th of this month in reply to Starred Question No. 134 in this House, the Minister announced that diesel locomotives would be manufactured in three private firms including Tatas and negotiations between these private firms and foreign firms are now in progress. After the

experience we have had of T.E.L.C.O. in the manufacture of locomotives, where we had to pay exorbitant prices for nearly ten years, it is not advisable for us to entrust the manufacture of these locomotives to the private sector. Before going into the advisability of our switching on to diesel and electric traction, it is necessary to caution Government that it will be highly improper to leave it in the hands of the private sector.

The Minister has been telling us that we have been doing very well in the public sector. I will give only two instances. The Integral Coach Factory in Madras has now exceeded the target in the matter of production. The factory has now mastered the technique of manufacture of light-weight all-steel welded coaches. The cost of production has come down, and the time taken for the manufacture of a body shell has come down from 19,000 man-hours to 8,500 man-hours. Originally it was designed to produce standard third class shells with a seating capacity of 80 passengers. It has now stepped up production, and it can also manufacture passenger-*cum*-luggage vans. The manufacture of light-weight first class coaches is also planned for this year. During the Second Plan period, although Rs. 3·69 crores were allotted, only Rs. 1·5 crores were sanctioned. In spite of this, production has shown a tremendous increase, and the hon. Deputy Minister, Shri S. V. Ramaswamy, inaugurated the one thousandth coach just a month back. He complimented the workers on their efficiency, and also announced the starting of the second shift. It will be better to have the third shift also. The Chief Administrative Officer also has paid tribute to the efficiency of the workers, and he has told us that 440 coaches will be manufactured in 1959-60. It will be stepped up to 605 during 1960-61, and during the Third Plan period it may go above 700 coaches.

This is an achievement by the workers and tribute has been paid uniformly by all. But what is the plight of these workers? So many representations have been received that many of them still remain temporary. Many of them have not yet been confirmed. Skilled workers are still placed in the category of unskilled workers. The quarters question is still left undecided. Here is a sector to which top priority should be given on the question of welfare, of medical facilities, of housing.

The Chittaranjan Locomotive Works also produced 160 WG locos in 1958-59 taking the total to 832. The production rate is 14 locomotives per mensem, and the hon. Minister, in reply to the general discussion on the Budget last year told us that electric locomotives would be left to Chittaranjan. When we pay so much tribute to the public sector, it is necessary that, as far as possible, we take away manufacture from the private sector.

Then I come to the question of utilising to the maximum the capacity of the carriage repair shops like those in Golden Rock and Perambur. I remember that Rs. 123 lakhs were allocated for developing, remodelling and expanding the Perambur workshops. I do not know what is coming in the way of the development and expansion of the Perambur workshop. One of the demands of this House should be the utilisation of these workshops to their maximum capacity. I urge upon the Railway Ministry, through you, Sir, that there should not be any carriage workshops which are idle or where the maximum capacity is not being utilised. I suggest that wherever there is only one shift, a second shift may be started.

My next point is one which has already been stressed by many previous speakers, and that is the question of the unjustifiable increase

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by five per cent in the freight charges. The House knows that from 1st October, 1958, the report submitted by the Ramaswami Mudaliar Committee was adopted and the freights were increased. We were told that that was going to be basis for increasing the freights, and some adjustment had been made. But, today, where is the need or where is the necessity to increase the freight charges? The hon. Minister has not explained this point to us, except that a very able reply was given by one of the previous speakers saying that they required it for meeting the additional expenses on account of the Pay Commission's award.

I can say that many of the newspapers, regional newspapers, language newspapers and the English newspapers in the Madras State have uniformly condemned this increase; and some of the most popular weekly journals like the *Kalki* and the *Ananda Vikatan* have also condemned this. They have also stated that larger sums can be raised through greater economic activity rather than by the imposition of these onerous levies. Now, at least, as a concession, as one of the previous speakers has pointed out, there may be a reduced rate of surcharge or some exemption may be given in the case of foodgrains including pulses, grams, sugar etc. and also articles like fertilisers.

I find that from 1st July, 1959, the platform ticket which was being sold at 6 nP started being sold at the increased figure of 10 nP. Formerly, it used to cost two annas, and then it was reduced to one anna. We do not know why it was suddenly increased to 10 nP. We were told that that was meant to reduce overcrowding inside the platform. There was a question in the House on the 21st December, 1959, namely starred question No. 1122 in this connection, and the hon. Minister replied that during the four months from the 1st of July, 1959 till the end of October, 1959, the collection was Rs. 12,31,268. During the corresponding period of the previous year, the collection was Rs. 8,83,637. So, making the arithmetical calculation, we find that we shall be collecting Rs. 37 lakhs instead of Rs. 27 lakhs. Is it worth the while increasing the rate from 6 nP to 10 nP for the extra sum of Rs. 10 lakhs that we are going to get? My submission is that it should be reduced by 5 nP, and even after this reduction we shall still be in a position to realise these Rs. 37 lakhs, if that is what is there in the mind of the hon. Minister.

About amenities to third class passengers, much has already been stated. All that I would like to point out is that according to the revised estimates, the collection from the passenger fares was Rs. 124 crores; out of this Rs. 108·7 crores is from the third class passengers; that is, 88 per cent. of the total collection by way of railway fares is from the third class passengers; 97 per cent. of those people who travel in the third class. So, it is necessary that top priority should be given to the third class passengers.

The hon. Minister has announced that sleeping coaches are going to be provided for passengers travelling more than 500 miles. As the Deputy Minister of Railways, Shri S. V. Ramaswamy, knows, most of the trains running in the south run during the night, and the running distance is generally not more than three hundred miles. Unless the distance of not less than 500 miles could be reduced to three hundred miles, the proposed concession may not be very beneficial to most of the passengers in the south. In the annual report, it has also been mentioned that sleeping coaches were attached to 26 express and mail trains, and they had been extended to 30 express and mail trains. My submission is that in all the express and mail trains, there

should be sleeping coaches or sleeping cars for the third class passengers.

I now come to the question of safety in travel. One hon. Member who spoke earlier pointed out how necessary it was to have an armed guard for most of the through passenger or express trains. I fully endorse that suggestion. Having endorsed it, I would like to point out that during this session as well as the last session, many instances of robbery and dacoity were brought to the notice of this House. I would mention that robbery in 12 UP Kumaon Express on the 13th October, 1959, when a gold ring, a wrist watch and Rs. 1,500 were stolen. There was also the murder of a railway employee in the Hardwar Passenger on the 12th December, 1959. Recently, there was a question about a travelling ticket examiner who had been thrown away from a running train. Still more recently, in the Delhi Express starting from Ahmedabad, on the 20th February, 1960 four silver bars, two cash boxes, and one parcel, with a total value of Rs. 6,000 were looted from the brake van. So, dacoity, robbery and also murder of passengers, have taken place, according to the admission of the hon. Ministers in this House. So, it is now becoming a very serious matter.

We were told about economy. I would like to submit that nothing could be said against the railway employees in this respect. There may be corruption here and there, but the vast majority of the railwaymen like the brave and intrepid men who drive engines and have fire for their companions for hours on end are far removed from corruption and they hate the degeneration it brings to them.

I would be failing in my duty if I forget to mention one instance which happened only about four days ago, on the 25th of this month. The Indo-Ceylon Express which was scheduled to reach Madurai at about 7 a.m. or 8 a.m. was received in one of the run-through stations, Panrutti, about 12 miles from Villupuram, in the loop line. The driver somehow knew that the train was being received in the loop line, and he slowed down the train, and when he slowed down and entered the loop line, he found a goods train standing right in front of his train. With great courage and alertness, he was able to slow down his train still further; there was a collision, and the goods train was pushed back by ten feet; in that process, he not only saved himself but saved the lives of hundreds of passengers. It would otherwise have been a major head-on-collision. The name of that driver is Rozario. Some 42 passengers only were injured. This is the type of service which is being done by the employees in the Southern Railway or in any other railway, for that matter.

In this connection, I would like to submit that even during the Puja festival, we find special saloons being attached. I can understand saloons being attached to trains for the sake of D.M.E. or some such person who has to park his saloon at a particular place and has got so much of work to do. But what is the purpose of a Railway Board Member or Railway Minister who is going from here to Madras, going in a saloon? Or, again, why should a Railway Minister going from Madras to Tuticorin go in a saloon? I am not grudging a saloon being given to any particular official when he actually requires it. But it should not become a luxury. On the one hand, we find that this is a type of service or work which is being done by a driver like Rozario, and on the other, we find the Members of the Railway Board and the Ministers in the Railway Ministry travelling by the saloon.

We in the south do not get that much priority in the matter of railway development as other areas. We find that certain developments have taken place in Moghalsarai, Allahabad

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etc. But, at the same time, we do want some concessions to be shown to the south also. I might mention that the route mileage in the Madras State is 2,204. On the basis of population, this is lower than the all-India average. The income from passengers is also the highest in the Southern Railway. Things which have been left undone in the south must be done immediately. One of the previous speakers referred to the slow progress being made in electrifying the track between Madras and Vilupuram. Out of Rs. 3·71 crores allotted for this project, the amount that was allocated last year was Rs. 28 lakhs and that set apart for next year is only Rs. 30 lakhs. A marshalling yard is going to be built in Virudhnagar. The estimate of total expenditure for the same is Rs. 25 lakhs. Last year, only Rs. 1 lakh were allocated and this year the amount budgeted for is Rs. 3 lakhs. This is not the way in which the south should be treated.

Top priority must be given to linking Neyveli with Bangalore. The line could be from Neyveli to Salem *via* Vridhachalam, and Salem could be linked up with Bangalore.

As regards the Zone that is there in the south, we find that there is discrimination practised in the case of ex-SIR employees. The last point is regarding the case of ex-servicemen (combatants). The ex-servicemen (combatants) who have been recruited after 1948 have not been given the privileges as those who were recruited before 1947. There is discrimination as between the two. This matter may also be looked into.

श्री नरदेव स्नातक (अलीगढ़—रक्षित—अनुसूचित जातियां) : सभापति महोदय, रेलवे मंत्री महोदय ने सन् १९६०–६१ का जो बजट संसद् में प्रस्तुत किया है उस को देख कर संसद् के सदस्य ही नहीं अपितु समूचे देश के लोगों ने उस का स्वागत किया। हमारे मंत्रिमंडल में बाबू जगजीवन राम जी सब से पुराने मंत्रियों में से हैं और यह दूसरी योजना का अन्तिम रेलवे बजट है तथा बाबू जगजीवन राम जी के मंत्रित्व काल का चौथा। आप ने अपने समूचे बजट के अन्दर जो चीजें बतलाई वे वास्तव में बहुत महत्व की हैं। आप ने बतलाया कि इंजनों और माल तथा सवारी गाड़ियों के डिब्बों के सम्बन्ध में अपना देश पूरी तरह से आत्म निर्भर हो गया है। आत्म निर्भर ही नहीं अपितु दूसरे देशों को निर्यात करने में भी सफल हुआ है। जहां यह असाधारण घोषणा रेलवे मंत्री जी ने की वहां साथ ही साथ एक और बात कही माल भाड़े के सम्बन्ध में। इस माल भाड़े में ५ फी सदी की वृद्धि की गई है उस से वास्तव में सामान्य जनता को बहुत कष्ट होने की सम्भावना है। केवल इस लिये कि वेतन आयोग के सुझावों के साथ साथ रेलवे कर्मचारियों के वेतनों में भी वृद्धि हो जायेगी और अनुमानतः वह २० करोड़ रु० की होगी, मंत्री महोदय ने और मंत्रालय ने यह सोचा कि इस कमी को ५ प्रतिशत माल भाड़े को बढ़ा कर पूरा कर लिया जाय। जो बजट प्रस्तुत किया गया है उस में अनुमानतः ४५०·५० करोड़ रु० की आमदनी दिखाई गई है लेकिन उस में ५ प्रतिशत जो टैक्स बढ़ाया गया माल भाड़े पर उस से १४ करोड़ रुपये की आमदनी और होगी और इस तरह से ४६४·५० करोड़ की अनुमानित आय होगी। इस में से ३२६·९० करोड़ रु० का हमारा सामान्य संचालन व्यय है। उस के साथ ही साथ यदि राजस्व में वास्तविक लाभांश में ५७·२५ करोड़ रु० का और निकाल दिया जाय तो भी साढ़े १८ करोड़ रु० की शुद्ध बचत होती है। वस्तुतः यह जो बचत है वह इस बात की द्योतक है कि रेलवे मंत्रालय बिजिनेस प्वाइंट आफ व्यू से ज्यादा काम ले रहे हैं अपेक्षाकृत लोगों की सुख सुविधा के।

हम देखते हैं जैसा कि दूसरे बहुत से माननीय सदस्यों ने भी अपने भाषणों में कहा है कि तीसरे क्लास के जो लोग हैं उनको काफी कठिनाई होती है। श्रीमान् सन् १९५७ से ले कर अब तक १ अरब से ज्यादा रुपये की आमदनी तृतीय श्रेणी से हुई और ऊंचे क्लास के यात्रियों से केवल साढ़े १३ करोड़ रु० की। इस प्रकार से ८८ प्रतिशत इनकम तीसरे दर्जे के लोगों द्वारा हुई है।

15·55 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

परन्तु आप जानते हैं कि तीसरे क्लास के लोगों से ज्यादा इनकम होने पर भी बड़े क्लास के यात्रियों को ज्यादा सुख सुविधायें मिलती हैं तीसरे क्लास के यात्रियों की अपेक्षा। तीसरे क्लास के लोग तो केवल यह चाहते हैं कि उन को बैठने की सुविधा मिले, पीने के लिये पानी मिले, उन के साथ सद्व्यवहार हो, उन को समय पर गाड़ी मिल जाय और समय पर वे अपने स्थान पर पहुंच जायें। इसके सिवा वे और कुछ नहीं चाहते हैं। जिस प्रकार से दुधारू गाय की लात भी सह ली जाती है पर बैठ कर दूध दुह लिया जाता है, वैसा व्यवहार भी तीसरे दर्जे के यात्रियों के साथ नहीं होता, उन्हें तो दुत्कारा ही जाता है। बहुत से माननीय सदस्यों ने बहुत सी बातें बतलाई कि तीसरे दज के डब्बों में सफाई नहीं होती है, लैट्रिन वगैरह का ठीक प्रबन्ध नहीं होता है, जो भोजनालय हैं उन में भी तीसरे दर्जे के लोगों को बड़ी असुविधायें होती हैं। यात्रा करने वाले व्यक्ति अच्छी तरह समझते हैं जैसा कि कुछ लोगों ने कहा कि यात्रा करने से पहले इन बातों का ध्यान रखना पड़ता है। पहले तो इन्तजार करना पड़ता है। पहले तो पता चला कि गाड़ी एक घंटा लेट आ रही है, फिर बाद में मालूम पड़ा कि आधा घंटा और लेट हो गई, होते होते डेढ़ और दो घंटे तक लेट हो जाती है। यात्री बेचारे इन्तजार में परेशान रहते हैं। जैसे तैसे कर के गाड़ी आई, प्लेटफार्म पर आ कर गाड़ी लगती है। उस के बाद धक्कम-धक्का शुरू हो जाती है, किस में बैठा जाय किस में नहीं इसकी बेकरारी हो जाती है। जैसे तैसे ठेल ठाल कर के लोग तीसरे दर्जे में घुस भी जाते हैं तो वहां पर फौजदारी शुरू हो जाती है, लड़ाई झगड़ा शुरू हो जाता है। हर एक व्यक्ति यह चाहता है कि उसे बैठने की जगह मिले, लेकिन बैठना तो दर-किनार, खड़े होने की भी जगह नहीं रहती है। वहां फौजदारी होती है, गाली गलोज होती है। जब गाड़ी चलती है तो यात्रियों की वही हालत होती है जैसे भरे हुए बोरों की। जब अनाज से बोरा भर जाता है तो उसे हिलाया जाता है और खाली हो जाने पर ऊपर से और भर दिया जाता है। उसी तरह से जब गाड़ी चलती है तो ठेल ठाल कर जगह लोग कर लेते हैं। जब उन को जगह मिल जाती है तो वे दूसरों को नहीं बैठने देते। वह उन की अमलदारी हो जाती है। इस तरह से तीसरे दर्जे के लोगों को इस देश में परेशानी होती है। मंत्रालय से हमारा यह कहना है कि जहां सब से ज्यादा आमदनी तीसरे दर्जे के यात्रियों से होती है वहां यदि उन को बैठने और पानी की तकलीफ हो तो यह कोई अच्छी बात नहीं है।

मंत्री महोदय ने बतलाया कि सन् १९५८–५९ में विभाग ने १७० नई गाड़ियां चलाई हैं। १५१ बड़ी लाइन पर और १९ छोटी लाइन पर। उन्होंने आंकड़ों के द्वारा बतलाया कि छोटी लाइन पर ३० फीसदी से घट कर १४ फी सदी भीड़ कम हुई है और इसी तरह से बड़ी लाइन पर १६ फी सदी से घट कर १३ फी सदी भीड़ कम हुई है। परन्तु हमारे मंत्री जी शायद थर्ड क्लास में न चल कर हवाई जहाज से या सैलून से चलते हैं इसलिये थर्ड क्लास की दिक्कतों को देखने का उन को मौका नहीं मिलता। यदि वे तीसरे दर्जे में चलें तो मालूम

[श्री नरदेव स्नातक]

पड़े कि तीसरे दर्जे के लोगों को कितनी परेशानी और दिक्कत होती है। मैं तो रेलवे मंत्रालय से यहा कहूंगा कि तीसरे दर्जे के लोगों को ज्याद से ज्यादा सुविधायें मिलनी चाहियें।

रेलवे विभाग में भ्रष्टाचार बहुत ज्यादा है और जैसा कुछ मैम्बरों ने कहा भी है पैसेन्जरों को जंजीर खींचने और बिना टिकट चलने की बहुत बड़ी बीमारी हो गई है। मंत्री महोदय मानते हैं। लोगों में जंजीर खींचने और बिना टिकट चलने की बीमारी बहुत ज्यादा है। इससे जहां रेलवे विभाग को घाटा होता है वहां जो लोग टिकट ले कर चलते हैं उन को बैठने का स्थान नहीं मिलता और उन को परेशानी होती है। यदि रेलवे मंत्रालय जंजीर खींचने और बिना टिकट चलने वाले लोगों पर ज्यादा से ज्यादा नियंत्रण करें तो मेरा विश्वास है कि इस तरह से रेलवे को ज्यादा इनकम होगी और साथ ही साथ दूसरे यात्रियों को ज्यादा सुविधायें मिलेंगी। इन जंजीर खींचने और बिना टिकट चलने वालों के साथ साथ यह जो व्यापारी वर्ग है और जो अधिकारी वर्ग है वह लोग सहयोग करें तो इस भ्रष्टाचार को, यह जंजीर खींचने और टिकट के बगैर चलने की जो बीमारी देश में बुरी तरह से फैली हुई है दूर की जा सकती है। मेरा उनसे यह निवेदन है कि व्यापारी वर्ग या दूसरे लोग घूस देकर अपना काम करा लेते हैं। वह घूस इसलिये नहीं देते हैं कि उनका काम हो जाय बल्कि वे तो यह सोच कर देते हैं कि हमारा काम न बिगड़ जाय। काम में दिन देरी न लगे और अपना काम सहूलियत से हो जाय वे घूस देकर अपना काम ठीक करा लेते हैं। व्यापारी वर्ग अधिकारी लोगों से या रेलवेज के कर्मचारियों के द्वारा इस भ्रष्टाचार को दूर करना चाहते हैं और उन पर ही निर्भर होना चाहते हैं तो यह ठीक नहीं है। वे सहयोग दे सकते हैं परन्तु यह डिपार्टमेंट का काम है कि घूसखोरी के निवारण के लिए कड़े से कड़े कानून बनाये जिससे इस मन्त्रालय को जो हैरानी होती है उससे बच जाय।

16 hrs.

एक बात जो मुझे खास तौर पर निवेदन करनी है वह है यह है कि हमारा यह देश धर्म प्रधान देश है और यहां पर मंदिरों तथा देवालयों की बहुत बड़ी संख्या है और इस देश में तीर्थ यात्रा करने वालों की भी संख्या लाखों और करोड़ों में है जो कि बारहों महीने तीसों दिन और चौबीसों घंटे इस देश के धार्मिक और तीर्थ स्थलों की यात्रा करते रहते हैं। आप देखेंगे कि जो बड़े बड़े, तीर्थ स्थान हैं वे मेन लाइन पर हैं जैसे मथरा काशी, हरिद्वार, प्रयाग आदि परन्तु एक वृन्दावन धाम ऐसा स्थान है जो कि मेन लाइन पर नहीं है। मथुरा से वृन्दावन तक छोटी ब्रांच लाइन जाती है लेकिन वह दिन में केवल दो मर्तबा सुबह और सायंकाल आती जाती है और जिसके कि कारण लाखों की संख्या में आने जाने वाले यात्रियों को काफी परेशानी और दिक्कतें उठानी पड़ती हैं। मेरा मन्त्री महोदय से निवेदन है कि वृन्दावन रोड जिसको कि छटीकरा भी कहा जाता था वहां पर गाड़ी आजकल ठहरती है और वहां से वृन्दावन धाम साढ़े तीन मील रहता है इससे यात्रियों को असुविधाका सामना करना पड़ता है। इसलिए वृन्दावन को मथुरा की मेन लाइन से जोड़ दिया जाय और यह छोटी लाइन बन्द कर दी जाय यदि ऐसी व्यवस्था कर दी जायेगी तो यात्रियों को आने जाने में भी सुविधा होगी। रेलवे मन्त्रालय का जो १०, २० लाख रुपया इस लाइन को बढ़ाने में या घटाने में लग जायेगा उससे एक या दो साल के अन्दर रेलवेज को यात्रियों से रेल भाड़ा द्वारा आमदनी भी हो जायगी। इसलिये मेरी प्रार्थना है कि मंत्रालय वृन्दावन को मेन लाइन से कनैक्ट कर दे और

ऐसा होने से वृन्दावन वासियों को या जो बंगाल से आने जाने वाले, बिहार से आने जाने वाले और मद्रास और गुजरात से आने जाने वाले तीर्थ यात्री हैं उनको आज जो असुविधा होती है वह असुविधा उनकी दूर हो जायेगी ।

इस तरह से मेरा मंत्रालय से यह निवेदन है कि इन दो, चार चीजों के बारे में जैसे कि भ्रष्टाचार में वृद्धि और बिना टिकट रेलवेज में सफर करने तथा जंजीर खींच कर गाड़ी ठहराने की बात है उसके लिये कड़े से कड़े नियम बनाये जायें । तभी इसमें सुधार होगा ।

एक बात और है कि जो हमारी माल-गाड़ियों में कोयला लद कर जाता है वह जिन स्थानों पर पहुंचना चाहिए उससे पहले ही उतार लिया जाता है और उतार करके वह न मालूम कहां गायब कर दिया जाता है । इसकी बहुत शिकायत है और मेरा रेलवे मन्त्रालय से निवेदन है कि यह चीजें जिन स्थानों पर पहुंचनी चाहियें वहां न पहुंचना अच्छा नहीं है । मन्त्रालय का इस ओर भी ध्यान होना चाहिये, जिससे भविष्य में ऐसी दुर्घटना न हो सके । मैंने यह देखा है कि हमारी बड़ी बड़ी एक्सप्रेस और मेल रेलगाड़ियां हैं जैसे दिल्ली से कलकत्ता तक जाने वाली थोड़े थोड़े अन्तर से छुटती हैं । इसी तरीके से दिल्ली से बम्बई जाने वाली रेलगाड़ियां भी थोड़े थोड़े अन्तर से ६, ६ गाड़ियां छूट जाती हैं जिससे सर्वसाधारण को बड़ी दिक्कत होती है । कुछ लोगों का कहना है कि रात में सफर करना ठीक रहता है रात भर में सफर करके सुबह अपनी मंजिल पर पहुंच जाना ठीक रहता है और इसमें उनको बड़ा आराम मिलता है । परन्तु हमारे देश में ऐसे भी लोग हैं जो कि दिन में सफर करना चाहते हैं और इस कारण उनको इसमें बड़ी दिक्कत होती है । दिल्ली से कलकत्ते के लिए डेढ़ घंटे के अन्तर से तीन गाड़ियां छुटती हैं,और वे सब एक्सप्रेस हैं । लगातार थोड़े थोड़े अन्तर से गाड़ियों के छूटने में आम जनता को बहुत दिक्कत होती है और मेरा तो सुझाव है कि यदि इस अन्तर को बढ़ा कर हर गाड़ी के बीच में घंटे या डेढ़ घण्टे का अन्तर कर दिया जाय तो जनता को भी सहूलियत होगी और रेलवे मन्त्रालय को भी इसमें हानि नहीं होगी । मेरा निवेदन है कि आयन्दा जो रेलवे टाइम-टेबल बने उसमें इन गाड़ियों के टाइमिंग्स का जरूर ध्यान रखा जाय और इनके बीच के अन्तर को बढ़ा कर डेढ़ घंटे के करीब कर दिया जाय । इससे आम जनता को ज्यादा से ज्यादा फायदा होगा ।

अन्त में मुझे फिर रेलवे मंत्री महोदय और उनके मन्त्रालय का धन्यवाद करना है और वह इसलिये कि उन्होंने वास्तव में इस विभाग के द्वारा अपने देश की आर्थिक दृष्टि से काफी उन्नति की । समूचे एशिया में यदि सबसे ज्यादा रेलवे लाइनें बिछाई गई हैं तो वह भारतवर्ष में ही बिछाई गई हैं । करीबन ३६००० मील लम्बी रेल लाइनें इस देश में बिछाई गई हैं जो कि भूमध्यरेखा से दूनी के लगभग हैं । सरकार को रेलवे से काफी आमदनी हुई है और उसी के साथ जनता को भी दी जाने वाली सुविधाओं में वृद्धि हुई है लेकिन मैं चाहूंगा कि आज भी जो खास कर थर्ड क्लास के मुसाफिरों को दिक्कत उठानी पड़ती है और अन्य असुविधाओं का सामना करना पड़ता है उनको दूर करने की ओर मन्त्रालय का ध्यान जायेगा । अगर मन्त्रालय ने इस ओर ध्यान दिया तो मेरा अपना विश्वास है कि यह मन्त्रालय देश में काफी ख्याति पा सकेगा । मैं आशा करता हूं कि आयन्दा वर्षों का जब रेलवे बजट बनेगा और सदन के समक्ष प्रस्तुत होगा तब उसमें ये दिक्कतें जिनकी ओर मैंने संकेत किया है, नहीं होंगी । बस मुझे इतना ही निवेदन करना है ।

पंडित ब्रज नारायण "ब्रजेश" (शिवपुरी) : "कृष्णम् वन्दे—जगद्गुरुम्" उपाध्यक्ष महोदय, रेलवे विभाग के सम्बन्ध में मेरे बन्धुओं ने विस्तृत रूप में प्रकाश डाल

[पंडित ब्रज नारायण "ब्रजेश"]

दिया है। देश को जो असुविधाएं अथवा कष्ट अभी विद्यमान हैं उनके सम्बन्ध में भी रेलवे मन्त्रालय का ध्यान आकृष्ट किया है। इस में कोई सन्देह नहीं कि देश में अनेकों कठिनाइयों और संकटों के होते हुए भी हमारा रेलवे विभाग उत्तरोत्तर वृद्धि कर रहा है और जनता की सुख सुविधा की तरफ भी उसका ध्यान है। समूचे देश का वायु मण्डल बिगड़ा और हमारे हाथ में स्वतन्त्रता आने के पश्चात् जैसे ही आसन हमने सम्हाला वैसे ही दायित्व का बवण्डर भी हमारे सिर पर आ गया उसके कारण उसको सम्हालते सम्हालते भी समय बहुत लग ही जाता है अतएव जितना भी काम अभी तक किया है आज भी रेलवे विभाग ने उन्नति की है उसके लिए मैं उसको बधाई दिये बिना नहीं रह सकता।

इसी के साथ साथ जो मेरे बन्धुओं ने ध्यान मन्त्रालय का आकर्षित किया है उस तरफ उनका ध्यान जायेगा, ऐसा मैं विश्वास करता हूं। साधारण बात में यह समझता हूं कि रेलवे विभाग में जो बीच में भी एक्सीडेंट्स होते रहे, इन दिनों जो दुर्व्यवस्था दिखलाई पड़ती है उसका कारण यह है कि नीचे के कर्मचारियों में और ऊपर के कर्मचारियों में सहयोग की भावना की न्यूनता है। जिस प्रकार का सहयोग होना चाहिए वैसा नहीं होता है और प्रायः नीचे के कर्मचारियों को जैसा न्याय मिलना चाहिए वैसा न्याय उन्हें प्राप्त नहीं होता है क्योंकि कुछ देश की स्थिति ऐसी बन गई है कि बड़े बड़े अपने गुट्ट बना रहे हैं और छोटे छोटों ने अपने गुट्ट बना लिये हैं। यह जो छोटों का गुट्ट है वह यूनियन कहलाता है और यूनियन का सम्बन्ध साम्यवाद से हो गया है और बड़ों बड़ों का जो गुट्ट है उसका सम्बन्ध पूंजीवाद और पूंजीपतियों की तरफ चला गया है। ऐसी यह दो जातियां हिन्दुस्तान में हो गई हैं। अगर कम्युनिटी यहां कोई हैं तो दो हैं एक गरीब कम्युनिटी है और एक मालदार कम्युनिटी है। इसी प्रकार से जो हाइएर बड़े बड़े कर्मचारी हैं उन बड़े कर्मचारियों की एक जाति है और जो नीचे काम करने वाले लोग हैं उनकी एक अलग जाति है। उनका काम है रोना और उनका काम है लीपापोती करना। ऐसी दो जातियां इस देश में चलती हैं। अब उपाध्यक्ष महोदय, यदि कहीं छोटे कर्मचारी से कोई गलती हो जाय तब तो आकाश टूट पड़ता है और बड़े कर्मचारी से यदि कोई गलती हो जाय तो फिर घुस घुस चलती है कि उसको कैसे बचायेंगे और येनकेन प्रकारेण प्रयत्न करके बड़े कर्मचारी बच जाते हैं। बड़ा अपराध करके भी बड़े कर्मचारी बच जाते हैं लेकिन छोटे कर्मचारी छोटा सा अपराध करने पर भी जहन्नुम में चले जाते हैं। ऐसी स्थिति चलती है। मेरे सामने एक उदाहरण आया। मेरे ख्याल से इसकी बाबत डिप्टी मिनिस्टर साहब के पास भी सूचना भेजी गई और मैं स्वयं भी मन्त्री महोदय के सामने उस केस को ले गया था और चिट्ठी पत्री भी उसके बारे में की गई। केस साधारण ही था और वह यह कि रेलवे विभाग वाले दाल और ग्राम को एक साथ लिखते थे और चूंकि यह दाल एण्ड ग्राम एक साथ लिखा जाता था तो यह उनकी मरजी पर था कि उसमें चाहे दाल भर दें या चना भर दें। दाल और चना जो मरजी आई भर दिया। दोनों चलते थे। एक कर्मचारी ने उसमें "दाल ग्राम" लिख दिया, न मालूम उसमें चना गया था या दाल गयी थी। इसी बात पर उसकी एक वर्ष के लिए उन्नति रोक दी गयी। उसने कहा कि सरकार यह तो पद्धति ही चली आ रही है, बहुत लोग ऐसे ही लिखते चले आ रहे हैं। इंसपेक्टर महोदय ने लिखा पढ़ी की और ऊंचे अफसरों ने स्वीकार कर लिया कि ऐसा नहीं लिखा जाना चाहिए और आर्डर हो गया कि ऐसा नहीं लिखा जाना चाहिये। लेकिन जिस दिन से यह परिपत्र निकला उसके बाद से तो नहीं लिखा जाना चाहिए लेकिन जिसने इसके पहले यह लिखा था उसको क्यों मारा जा रहा है। वह इस अपराध से बचा तो दूसरा

अपराध लगा दिया, दूसरे से बचा तो तीसरा लगा दिया। उसने प्रोटेस्ट के तौर पर त्याग पत्र दे दिया। उसने कहा कि आठ महीने हो गए कोई निर्णय ही नहीं हो रहा है। उत्तर मिला कि वह कागजात जिनसे यह सिद्ध हो सकता था कि उसने गलती की है अथवा नहीं की है वे डेस्ट्राय हो गए। तो मैंने स्वयं जाकर उन कागजात को गिरफ्तार किया। ढेर के ढेर कागज थे। जैसा सरकार का अन्धेर वैसा ही कागजात का ढेर। उस ढेर में से उन कागजात को निकालकर जो अधिकारी थे उन को वह कागजात देकर उनके दस्तख्त लिए ताकि उस गरीब को न्याय मिल सके। वह दो ढाई साल से परेशान है, अब तक उसका फैसला नहीं हुआ, न उसको नौकरी पर लिया जाता है न उसको वेतन मिलता है। बार बार लिखा गया लेकिन अधिकारी सोचते हैं कि यह एक गरीब आदमी है, हमारा चालीस करोड़ का देश है और इतना लम्बा चौड़ा रेलवे का विभाग है, अनेक विघ्न बाधाएं हैं। बेचारा रोकर बैठ जाएगा। तो जब इस प्रकार न्याय नहीं मिलता तो लोगों को कष्ट होता है। इसका परिणाम यह होता है कि नीचे काम करने वाले कर्मचारियों में नैराश्य की भावना पैदा होती है और उस भावना के कारण उनमें उच्च पदाधिकारियों के प्रति ईर्ष्या की भावना पैदा होती है और वह उच्च अधिकारियों के साथ सहयोग नहीं करते और देश को नुक्सान होता है और लोगों को कष्ट उठाना पड़ता है। तो मैं समझता हूं कि उच्च पदाधिकारियों का यह कर्त्तव्य है कि वे इस प्रकार की विषमता की भावना पैदा न होने दें। इसके लिए उनको छोटे कर्मचारियों के प्रति विशेष ध्यान देना चाहिए।

रेलवे विभाग में ८ हजार के करीब कर्मचारी पासों के कारण कष्ट पा रहे हैं। मालूम होता है कि सीनियारिटी जूनियारिटी के मामले में लोगों की शक्लें देखी जाती हैं। मालूम नहीं कि गोरा और काला देखा जाता है। लेकिन होता यह है कि जिनको सैकिंड क्लास मिलना चाहिए उनको थर्ड क्लास मिल रहा है और जिनको फर्स्ट क्लास मिलना चाहिए उनको सैकिंड क्लास मिलता है। और किसी किसी को दिया ही नहीं जाता। मर्जी के अनुसार सीनियारिटी जूनियारिटी हो गयी है। इसके कारण कर्मचारियों में बड़ा असंतोष है।

एक बात अभी तक मेरी समझ में नहीं आयी। अब जब कि देश में प्रजातन्त्र हो गया है फिर भी क्यों बोगियां अफसरों के लिए लगायी जाती हैं। अंग्रेज बोगी अपने लिए लगाता था उसको तो हम समझ सकते थे। लेकिन अब रेलवे के अफसर और मिनिस्टर बोगियां लगाते हैं इसको जनता नहीं समझ पाती। जब वे इन में बैठ कर बड़ी बड़ी यात्राएं करते हैं तो लोगों में बड़ी ईर्ष्या पैदा होती है। लोग कहते सुने जाते हैं कि हम तो भीड़ में चल रहे हैं लेकिन मिनिस्टर साहब के लिए बोगी लगायी जाती है जैसे रेलगाड़ी इनके दादा की हो। तो इस प्रकार से लोगों में घृणा की भावना पैदा होती है। तो यह उचित नहीं है कि हम जनता में इस प्रकार की ईर्ष्या की भावना पैदा करें। और इस प्रकार वायुमंडल को दूषित करने के हम कारण बन जाएं। इसलिए बोगियों का लगाना बन्द कर दिया जाना चाहिए। हां अगर कहीं जंगल में काम हो रहा है और लेबर के लिए किसी प्रकार का ठहरने का स्थान नहीं है और अधिकारी को जाकर वह काम देखना है तो उस वक्त बोगी लगाना उचित हो सकता है। लेकिन आनन्द के लिए या अपनी पत्नी को घुमाने के लिए या विवाह शादी में जाने के लिए अगर बोगी लगायी जाए तो यह न्याय संगत नहीं है और यह हमारे गरीब देश के साथ खिलवाड़ हो जाती है और इससे यह प्रकट नहीं होता कि हमारे मन में देश के प्रति प्रेम पैदा हो गया है। इसलिए इस पद्धति को बने रहने देना ठीक नहीं है। इसको बन्द कर देना चाहिए

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इसी के साथ साथ रेलवे पासेज से सम्बन्ध में भी ठीक व्यवस्था की जानी चाहिए।

इसके अतिरिक्त मैं यह कहना चाहता हूं कि दिल्ली तक में जो कि देश की राजधानी है रेलवे के कर्मचारियों के रहने के लिए जितने क्वार्टर होने चाहिए नहीं हैं। अगर इस कारण राजधानी में असंतोष हो तो वह देश भर में छूत की बीमारी की तरह फैल जाएगा। जब कभी भी हमें स्टेशन पर कोई साधारण कर्मचारी मिल जाता है तो वह कहता है कि हमारी तरफ भी ध्यान दीजिए उच्च अधिकारियों से ही हाथ न मिलाइए। वह कहते हैं कि हमारे ठहरने के लिए स्थान तक नहीं है। तो दिल्ली में और दूसरे स्थानों पर भी रेलवे के कर्मचारियों के ठहरने की व्यवस्था की जानी चाहिए।

तीसरे दर्जे के मुसाफिरों की असुविधाओं की ओर बहुत लोगों ने ध्यान आकर्षित किया है। मैंने पहले भी इस ओर ध्यान दिलाया है लेकिन अभी भी उनके लिए सोने की व्यवस्था नहीं हो सकी है। लेकिन मैं इतना निवेदन करना चाहता हूं कि चाहे सोने की व्यवस्था हो सके या न हो सके, कम से कम बैठने की व्यवस्था तो अवश्य होनी चाहिए। इसका हमें शीघ्र यत्न करना चाहिए। चाहे आप और किसी चीज की व्यवस्था न कर सकें। चाहे हमको प्लेटफार्म पर वर्षा में भीगना पड़े या सरदी में कष्ट सहना पड़े परन्तु बैठने की व्यवस्था तो होनी ही चाहिए। यह न हो कि जब हम टिकट लेकर रेल में सवार हों तो हमको जगजीवन राम जी याद आएं पर सीट कहीं न दिखायी दे। तो इसकी व्यवस्था करना अत्यन्त आवश्यक है।

इसी के साथ साथ मैं अपने यहां की रेल के बारे में भी निवेदन करना चाहता हूं। हमारे यहां भिंड से ग्वालियर तक और ग्वालियर से शिवपुरी तक जो गाड़ी चलती है उसका नाम ग्वालियर लाइट रेलवे है। ऐसी व्यवस्था किसी गाड़ी में हिन्दुस्तान में नहीं है जैसी कि इसमें है कि बिना टिकट बैठने को मिल जाता है। मैं पहले भी इसके सम्बन्ध में निवेदन कर चुका हूं। वहां यह होता है कि टी०टी०ई० कुछ पैसे लेकर लोगों को बिठा लेते हैं और जो पैसा इस तरह आता है उसको स्टेशन मास्टर और गार्ड के साथ बांट लेते हैं। तो इस प्रकार देश को बड़ा नुक्सान होता है। इस ओर ध्यान देना चाहिए।

संसार में यह सिद्धान्त है कि मनुष्य को बुद्धिमान बनाने के लिए प्रथम उसे पठन करना चाहिए, उसके पश्चात मनन करना चाहिए और उसके पश्चात भ्रमण करना चाहिए, तब कहीं वह आदमी सृजन करने के योग्य हो सकता है। पर इस देश में न तो पर्याप्त पठन का प्रबन्ध है, फिर मनन कहां से हो सकता है। और भ्रमण के लिए जब हम गाड़ी में जाना चाहते हैं तो यात्रा की अच्छी व्यवस्था नहीं है। हमें जनता को भ्रमण के लिए अधिक से अधिक प्रोत्साहन देना चाहिए। इससे दो लाभ हैं। एक तो इससे रेलवे विभाग को आमदनी होती है और दूसरे जनता देश का भ्रमण करके देश का ज्ञान प्राप्त करती है। जब लोग यात्रा करेंगे तो देखेंगे कि किस प्रकार हमारे देश के लोग आनन्द से रहते हैं, कैसे चलते हैं, कैसे फिरते हैं, और उनको ज्ञान होगा कि हमारा देश कैसा है और वह चाहेंगे कि हमारा देश और आगे बढ़े। केवल "सुजलां सुफलां मलयज शीतलां" गाने से ही देश प्रेम पैदा नहीं हो जाएगा जब तक कि किसी ने देश को देखा न हो। रेलवे विभाग ही ऐसा उपयुक्त विभाग है जिससे राष्ट्र को सम्पत्ति भी मिल सकती है और राष्ट्र को बुद्धिमता भी मिल सकती है। इसलिए यात्रियों की सुविधाओं की ओर इस विभाग

को अधिक से अधिक ध्यान देना चाहिए। मैं केवल इतना ही निवेदन करना चाहता हूं और अधिक समय नहीं लेना चाहता क्योंकि उपाध्यक्ष महोदय ने कह दिया है कि गाड़ियां चाहे टाइम से न पहुंचे लेकिन सदस्यों को टाइम का ध्यान रखना चाहिए। इसलिए मैं बिफोर टाइम भी नहीं पहुंचना चाहता।

उपाध्यक्ष महोदय : मगर इससे यह मतलब न लगाएं कि अगर माननीय सदस्य बिफोर टाइम पहुंचेगे तो गाड़ी भी बिफोर टाइम पहुंचेगी।

पंडित ब्रज नारायण "ब्रजेश" : गाड़ियां तो बिफोर टाइम पहुंचती नहीं भले ही लेट हो जाएं। इसलिए मेरा नम्र निवेदन है कि अब तक जो काम किया गया है वह सराहनीय है। लेकिन अभी इसकी तरफ और भी विशेष ध्यान देने की आवश्यकता है। इन शब्दों के साथ मैं आपको धन्यवाद देता हुआ अपना स्थान ग्रहण करता हूं।

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) : उपाध्यक्ष महोदय, रेलवे बजट से यह जानकर कि इतना कार्य हुआ है, बहुत प्रसन्नता हुई। भारतीय रेलवे आत्मनिर्भर के लक्ष्य की ओर आगे बढ़ रहा है। छोटी बड़ी लाइनों के इंजिनों, उनके पुरजे, सवारी के डब्बे और रेलों में काम आने वाली दूसरी सामग्री अधिक मात्रा में देश में बनने लग पड़ी है। यही नहीं भारतीय रेलवे इंजिनों के निर्यात करने की स्थिति में भी शीघ्र हो जाएगी। जहां तक दूसरी पंचवर्षीय योजना को कार्यान्वित करने का सम्बन्ध है उसमें भी भारतीय रेलवे ने अच्छी प्रगति की है। मुझे गत महीनों में मद्रास के पेरम्बूर के सवारी डिब्बे बनाने के कारखाने को देखने का मौका मिला था। मुझे यह देख कर प्रसन्नता हुई कि न केवल इस कारखाने ने जो उत्पादन लक्ष्य रखा गया था उसको पूरा कर लिया है बल्कि उससे भी आगे बढ़ गया है। इसके लिए मैं रेलवे मंत्रालय को बधाई देती हूं।

जहां तक नई लाइनों के निर्माण का कार्य है वह भी गत वर्ष में अब तक १४२ मील लम्बी नई लाइनें यातायात के लिए खोली गयी हैं, ६३० मील लम्बी नई लाइनें बनाने का और ७०० मील में दोहरी लाइन बिछाने का काम प्रगति पर है। इसमें शंका नहीं कि यह सब काम संतोषजनक रीति से हो रहा है, परन्तु मैं माननीय मंत्री जी का ध्यान गत दो वर्षों की तरह आज तक रेलवे बजट सदन में वाद-विवाद चल रहा है जम्मू और काश्मीर की जनता की मांग की तरफ दिलाना चाहती हूं। लगभग दो वर्ष से जम्मू और काश्मीर की जनता को आश्वासन दिलाया जा रहा है। परन्तु परिणाम नहीं के बराबर दिखायी देता है। माधोपुर कठूआ तक रेलवे लाइन बिछाने की स्वीकृति दी गई थी। मैं तो उसे न के बराबर समझती हूं। इस पांच छः मील लम्बी लाइन के लिए दो बरस तक की आशा दिलाई गई थी, लेकिन अभी तक उस के बारे में कुछ नहीं किया गया है। जब पांच छः मील की यह दशा है, तो जम्मू की आशा हम कब तक रख सकते हैं? मेरी समझ में नहीं आता कि हम क्या करें। रेलवे बोर्ड के प्रतिवेदन से मालूम होता है कि कुछ लाइनों के लिए उन्होंने स्वीकृति दे दी है, परन्तु अभी तक काम शुरू नहीं हुआ। मुझे भय है कि कहीं माधोपुर और कठूआ-जम्मू लाइन पर यही हाल न हो। जब पांच छः मील के लिए इतना वक्त लगा है, तो आगे का हम क्या विचार कर सकते हैं और इन को क्या कह सकते हैं? जब आज हमारी द्वितीय पंचवर्षीय योजना का अन्तिम वर्ष है, जब कि सारे देश में उद्योग धंधे बढ़ रहे हैं और द्वितीय पंचवर्षीय योजना की सफलता की सुनहरी झलकें हमारे सामने आ रही हैं, परन्तु देश के भाग में, जो कि कठिनाइयों से जकड़ा हुआ है तथा परेशानियों में है, बिना रेल के औद्योगिक क्रान्ति कैसे हो सकती है।

जंगलगली और कालाकोट में खानों में लाखों टन कोयला है और आंकड़ों से मालूम

[श्रीमती कृष्णा मेहता]

पड़ता है कि अगर उत्तरी रेलवे उसको अपनी रेलों के लिए ले तो और जगहों से वह उस को सस्ता पड़ेगा । जम्मू-काश्मीर में बहुत से जंगल हैं । वहां पर स्लीपर्ज़ बहुत संख्या में पाए जाते हैं, लेकिन यातायात की कमी के कारण वे भी बहुत नहीं भेज सकते । मैं रेलवे मंत्रालय का धन्यवाद करती हूं कि उन्होंने थोड़े बहुत लेने का प्रबन्ध किया है । काश्मीर में विलो नामक लकड़ी पाई जाती है, जो कि खेलों का सामान बनाने के लिये बहुत अच्छी है, लेकिन हमारे देश की हालत यह है कि देश में ही कई अमूल्य चीजें होते हुए भी यातायात की कठिनाई से हम उन को काम में नहीं ला सकते हैं । वह लकड़ी बड़ी मूल्यवान है, लेकिन हम उस को बाहर से मंगवाते हैं, चाहे उस के लिए कितना ही खर्चा करना पड़े और विदेशी मुद्रा कितनी ही बरबाद हो ।

अगर हम रक्षा की दृष्टि से देखें, तो भी हमें सब से पहले जम्मू-काश्मीर में रेलवे लाईन बनानी चाहिए । लगभग ग्यारह वर्षों से जम्मू-काश्मीर रियासत में बहुत कठिनाइयां आई हैं । यह तो सदन अच्छी तरह जानता है कि कहीं पाकिस्तान की तरफ़ से और कहीं चीन की तरफ़ से कितनी बड़ी कठिनाइयां पैदा की गई हैं । लेकिन इस का यह मतलब नहीं है कि जम्मू-काश्मीर की जनता कुछ घबराई हुई है । नहीं, वह हर तरह से अपने देश के लिए कुर्बानी करने के लिए तैयार है । उस को भरोसा है कि इस देश की चालीस करोड़ जनता उस के पीछे है । लेकिन जो बात उन के हाथ में है, वे कर सकते हैं, लेकिन जो बात मंत्री महोदय के हाथ में है, वह उन्होंने ही करनी है । उन से मेरी बार बार यह प्रार्थना है कि वह इस तरफ़ जरूर ध्यान दें और रेलवे लाइन के लिए जो कुछ हो सकें, वह करें ।

श्री दी० चं० शर्मा (गुरदासपुर) : यह मंत्री महोदय कुछ नहीं करेंगे ।

श्रीमती कृष्णा मेहता : मैं मंत्री महोदय को यह भी विश्वास दिलाती हूं कि जम्मू-काश्मीर में रेलवे लाइन बनाने से सरकार को ज्यादा खर्च नहीं पड़ेगा, क्योंकि हम देखते हैं कि वहां पर दिन-प्रति-दिन यात्रियों की संख्या बढ़ रही है । इस वर्ष लगभग एक लाख के करीब यात्री काश्मीर गए और इतने ही लोग जम्मू में वैश्नोदेवी की यात्रा करने के लिए गए । अगर हम इस दृष्टि से देखें, तो किसी भी तरह वहां सरकार को कमी नहीं पड़ेगी । हर साल बजट पेश होता है और मैं आप के आगे इस बात को रखती हूं कि जम्मू-काश्मीर में जैसे भी हो रेलवे लाइन बिछाई जानी चाहिए । १९४७ से पहले वहां रेल थी । सियालकोट से जम्मू तक रेल जाती थी । उसके बाद आज तक कुछ नहीं हुआ आप जानते हैं कि इस से कितनी कठिनाइयां होती हैं, कितनी चीजें हैं, जो हम यहां भेज सकते हैं । वह पहाड़ी इलाका है, लेकिन रेल न होने की वजह से हमारा बहुत बड़ा नुक्सान हो रहा है और उस के लिए जनता बड़ी परेशान है । मैं बड़ी नम्रता से यह निवेदन करना चाहती हूं और वहां की जनता के शब्द मंत्री महोदय तक पहुंचाना चाहती हूं और आशा करती हूं कि इस के लिए सदन मेरा साथ देगा और जरूर उनकी अभिलाषा पूरी करेगा ।

श्री दी० चं० शर्मा : सदन तो साथ है, मंत्री महोदय तो साथ हों ।

श्रीमती कृष्णा मेहता : मुझे आशा है कि मंत्री महोदय जरूर इस तरफ़ ध्यान देंगे । लेकिन मैं नहीं जानती कि इस सम्बन्ध में क्या कठिनाइयां हैं । यह तो वह जानें । अगर वह करना चाहें, तो बहुत जल्दी कर सकते हैं । यह मैं मानती हूं कि जो वहां पुल बनाना है, उस के लिए उन के आगे मुश्किलात हैं, लेकिन जब इतने बड़े बड़े पुल बन गए, तो मैं समझती हूं कि वहां कठिनाई नहीं होगी । अगर

रेलवे मंत्री जी और रेलवे बोर्ड चाहें, तो वह जरूर यह आशा पूरी कर सकते हैं। मुझे आशा है कि इस वर्ष इस काम को कुछ न कुछ चालू कर दिया जायेगा, ताकि उन लोगों को धीरज हो।

कुछ स्थानों पर पांच सौ मील का सफ़र करने वालों के लिए यह व्यवस्था की गई है कि थोड़े पैसे दे कर उन के लिए सोने का इन्तजाम किया जाय। मैं काश्मीर के उन यात्रियों की तरफ़ ध्यान दिलाना चाहती हूं कि जो २७० मील बस पर सफ़र करके पठानकोट पहुंचते हैं और जिनको ३०१ मील आगे दिल्ली तक सफ़र करना पड़ता है। यह पहाड़ी सफ़र है और बेचारे तीसरे दर्जे के मुसाफ़िर बड़े थके हुए होते हैं। गर्मियों में इतनी भीड़ होती है कि बैठने के लिए जगह नहीं मिलती है। जहां तक मुझे मालूम है, अभी चार गाड़ियों में सोने का इन्तजाम किया गया है। अगर उस में सफलता हुई, तो इस योजना को आगे बढ़ाया जायेगा। मैं मंत्री महोदय से प्रार्थना करूंगी कि वह काश्मीर से आने वाले यात्रियों के लिए भी यह व्यवस्था करें। पांच सौ मील उन के लिए हो जाते हैं, चाहे २७० मील का सफ़र उन को बस में करना पड़ता है।

मैं माननीय मंत्री जी का धन्यवाद करती हूं कि उन्होंने पहलगाम में कुछ अवकाश-गृह बनाने की कृपा की है। मैं पठानकोट के लिए एक और सुझाव देना चाहती हूं। आप जानते हैं कि ग्रीष्मकाल में तीन तीन सौ, चार चार सौ विद्यार्थियों का दल आता है और यह हाल है कि जब वे लोग गाड़ी से उतरते हैं, तो उन के लिए ठहरने की कहीं जगह नहीं होती है। कई बार बारिश के कारण रास्ता टूट जाता है और एक आध दिन उनको ठहरना पड़ता है। परन्तु जो कलकत्ते और बम्बई से आते हैं, जगह न होने के कारण उन को वैसे ही लौट जाना पड़ता है। अगर हो सके तो एक बड़ा सा कमरा ऐसा बनाया जाये, जिस में चार पांच सौ विद्यार्थी ठहर सकें।

मैं मंत्री महोदय को इस लिए भी धन्यवाद देती हूं कि उन्होंने खादी की तरफ़ बहुत ध्यान दिया है। मुझे आंकड़ों से मालूम पड़ा कि पिछले साल लगभग ५५ लाख रुपए की खादी रेलवे मंत्रालय ने खरीदी थी और इस वर्ष ७८ लाख रुपए का उन्होंने आर्डर दिया है ग्रामोद्योग कमीशन को। मैं जम्मू में खादी का थोड़ा बहुत काम करती हूं। मैं जानती हूं कि इस की बिक्री के लिए कितनी कठिनाइयां पड़ती हैं, लेकिन यह पैसा उन लोगों को मिलता है जो बड़ी मुश्किल से आठ दस आने कमाने की तलाश में रहते हैं। मंत्री महोदय ने उनके लिए यह बड़ा काम किया है और इस के लिए मैं उन को धन्यवाद देती हूं। गांधी जी ने कहा है कि अगर कोई एक गज खादी खरीदता है, तो वह ग़रीब को एक वक्त का भोजन देता है। इसका मतलब यह है कि रेलवे मंत्रालय ने इतनी खादी खरीद कर इतने लाखों आदमियों को भोजन दिया है। मैं आशा करती हूं कि जैसे रेलवे मंत्रालय ने खादी का यह आर्डर दिया है, वैसे ही और भी मंत्रालय खादी का ध्यान रखते हुए उसके लिए कोशिश करेंगे।

सुरक्षा की तरफ़ मंत्रालय ने बहुत ध्यान दिया है यह मैं ने पढ़ा है। उस में लिखा हुआ था कि जनता का सहयोग हम चाहते हैं। मैं मानती हूं कि जनता सहयोग देगी, परन्तु इस में भी बहुत कठिनाइयां हैं। पिछले दिनों की बात है कि मैं दिल्ली से कहीं जा रही थी, तो नई दिल्ली स्टेशन पर जिस डिब्बे में मैं ने जाना था, वहां मैं ने बहुत भीड़ देखी। जब मैं उस तरफ़ गई, तो मैं ने देखा कि उस डिब्बे में एक आदमी बैठा हुआ था और वह बहुत घबराया हुआ था। जब मैं ने उस से पूछा, तो उस ने कहा कि "थोड़ी देर हुई, मैं ने अपना बक्स यहां रक्खा था और मैं बाहर प्लेटफ़ार्म पर गया था। इतने में मैं ने देखा कि कोई आदमी वहां पर आया

[श्रीमती कृष्णा मेहता]

और उसमे बिजली बुझा कर कुछ करना शुरू किया । मुझे कुछ शंका हुई और जब मैंने वहां जा कर देखा, तो मैं देखता हूं कि वह ताला तोड़ रहा था ।" तो ताला तोड़ने के बाद इतने में भीड़ आई और पुलिस उसको ले गई । लेकिन उस के बाद ही पुलिस का एक आदमी आया और उसको—जहां तक मुझे याद है, वह प्रोफ़ेसर था किसी कालेज का—मजबूर करने लगा कि तुम चलो और थाने में यह रिपोर्ट करो । उस बेचारे की दूसरे दिन हाजिरी थी । अगर वह रिपोर्ट देता, तो उसकी गाड़ी छूट जाती । ऐसे वक्त पर जनता और मुसाफ़िर कैसे सहयोग दे सकते हैं ? इसके लिए कुछ ऐसी प्रणाली सोचनी चाहिए जिस से कि जनता का सहयोग आपको प्राप्त हो सके और जनता को भी आसानी हो ।

ये बातें थीं जोकि मैं आपके सामने रखना चाहती थी । अन्त में मैं आपको धन्यवाद देना चाहती हूं कि आपने मुझे बोलने का मौका दिया ताकि मैं जम्मू और काश्मीर की जनता की बात को सामने रख सकती ।

श्री राधामोहन सिंह (बलिया) : उपाध्यक्ष महोदय, मैं आपका आभारी हूं कि आपने मुझे बोलने का अवसर दिया है ।

उपाध्यक्ष महोदय : तब आप इसी से खत्म कीजिये । कल आप अपनी स्पीच जारी रखें ।

The House will continue this discussion tomorrow till 2.30, when the hon. Minister would reply, which is likely to take about an hour and a half.

The House stands adjourned for half an hour in order that hon. Members may refresh themselves for the reception of the Budget.

16.31 hrs.

The Lok Sabha then adjourned till seventeen of the Clock.

The Lok Sabha re-assembled at seventeen of the Clock.

[MR. SPEAKER *in the Chair*]

GENERAL BUDGET, 1960-61

Mr. Speaker: The hon. the Finance Minister.

The Minister of Finance (Shri Morarji Desai): Sir, I beg to present the statement of the estimated receipts and expenditure of the Government of India for the year 1960-61.

2. The usual Economic Survey reviewing the major developments in the economy during the current year and indicating broadly the outlook for the coming year has been circulated along with the budget papers. I propose here to dwell only on such aspects of the economic situation as have a direct bearing on the budget for the coming year.

3. Agricultural production recorded a large increase in 1958-59 and there has been a marked recovery in industrial production in recent months. Despite these encouraging trends in production, both wholesale prices and the cost of living have shown a significant rise. The foreign exchange reserves held by the Reserve Bank have maintained a measure of stability during the year. There has been some improvement in export earnings and some reduction in imports, but the major factor in the stability of our foreign exchange position has been the larger availability of external assistance The trends in money supply and credit indicate that the expansionary impulse in the economy has been fairly strong. The stock markets

have been buoyant practically throughout the year. These pointers, taken together, indicate the need in the coming year for active vigilance in regard to domestic price trends and continued austerity in imports backed be accelerated effort to step up exports.

4. The investments undertaken in the last few years are beginning to yield results and we should expect substantial increases in output in the coming years. At the same time the demands for domestic consumption and investment are increasing while the urgent need to build up exports remains. It is essential in this situation to ensure to the maximum extent possible that aggregate demand does not outstrip the supplies available. 1960-61 is the last year of the Second Five-Year Plan, and care must be taken to see that the economy is in a state of healthy balance when the year ends and the Third Plan commences.

Production

5. The prospects for agricultural production in the current year are good. Despite floods in some parts of the country and drought in some others, the Kharif crop is expected to be about as good as last year, and the Rabi sowings so far have been satisfactory. Food production in 1959-60 will, it is hoped, be around the same high level as last year, although some reduction in the output of raw cotton and jute is likely.

6. Industrial production has shown an increase of about 7·4 per cent over the first ten months of 1959. This is a substantial improvement over the rate of increase of 1·7 per cent in 1958 and 3·5 per cent in 1957. A notable feature of the year was the increase in the production of iron, steel and aluminium which together accounted for over a third of the rise in the index of industrial production. Among the other industries which recorded substantial increases in output were automobiles, diesel engines, machine tools, sugar machinery, superphosphates, soda ash, cement and paper and paper board. The output of mill cloth was about the same as in 1958, although the off-take was distinctly larger partly on account of the revival of export demand. The production of handloom and power-loom cloth went up by about 100 million yards. The production of jute manufactures over the year was slightly lower than in 1958, but it has been looking up since September last. Although the foreign exchange position continues to be tight, it has been possible to ensure, by and large, that industrial production is not hampered on that account. Actually, the increase in industrial production has been larger than the index would suggest, as the industries which have come into existence after 1951 are not included in that index.

7. In part, the increase in industrial production mentioned earlier has been on account of fuller utilisation of capacity. But there has also been expansion in installed capacity in a number of industries such as iron and steel, aluminium, paper, basic chemicals, cement, power-driven pumps, sewing machines and bicycles. Progress is being made in the production of finished machinery and equipment as well. The construction of the first phase of the heavy electrical project at Bhopal is nearing completion and it has been decided to accelerate the remaining phases of the project and to provide for substantial expansion. The capacity of the heavy machinery project at Ranchi is also to be expanded so as to produce 80,000 tons of machinery a year. A number of plants for fertilisers, drugs and pharmaceuticals and intermediates are also being established and will go into production during the Third Plan period. The industrial potential of the country has grown considerably over the last few years, and is becoming rapidly more diversified. Government are anxious to see this process carried through further. Small-

[Shri Morarji Desai]

scale industries have also continued to receive encouragement and support from Government, and certain steps to assist banks to make larger loans to small industries are under consideration.

8. Indian shipping continued to expand steadily during the year. The total gross tonnage under the Indian flag at the end of 1959 was about 7,40,000 which is expected to reach the Plan target of 9 lakh tons by the end of 1960-61. With the establishment of the Shipping Development Fund in the current year, Indian shipping companies have now a permanent source from which to obtain rupee finance for their development. In the present context of a shortage of foreign exchange, it is important to develop the Merchant Fleet and save the large amount paid as freight in foreign exchange. I hope that in this effort we shall receive cooperation and assistance from foreign ship-owners, who have had an earlier start and that restrictive practices, which hamper the full utilisation of our shipping tonnage will be given up.

Monetary Trends

9. The rate of increase in money supply which had slowed down in 1958 picked up again in 1959, the increase in the course of the year being Rs. 170 crores, as compared to Rs. 75 crores in the previous year. The increase in bank credit to Government was smaller in 1959 than in the previous year. On the other hand, the contractionist effect of the transactions of the private sector with the banking system was smaller and the foreign exchange reserves which had shown a decline in the previous year went up in 1959.

10. The deposit resources of scheduled banks increased by Rs. 254 crores in 1959. The addition to the investment of these banks in government securities was Rs. 151 crores as compared to Rs. 204 crores in 1958. The net borrowings of the scheduled banks from the Reserve Bank were small and except during periods of pressure for funds, money rates generally tended to remain at lower levels. The maximum deposit rates fixed in October 1958 under a voluntary agreement among the larger banks were lowered by ½ per cent in September 1959.

11. The stock markets were buoyant for most of the year and the gilt-edged securities maintained a firm trend. Several of the new industrial issues during the year were over-subscribed. The index of variable dividend industrial securities, which had risen by 14 per cent in 1958, rose further by about 17 per cent during 1959. While, in a growing economy the capital markets should reflect confidence and optimism, it is essential to keep a watch on any unhealthy speculative tendencies.

Prices

12. The general index of wholesale prices has shown a rise of about 4½ per cent over the twelve months ending January 1960. The index for rice came down from 108 in November 1958 to 92 in March 1959, but it rose again to 112 by October. There was a seasonal decline to around 101 by December 1959. The index was 104·3 at the end of January 1960. Wheat prices at the end of last month were about 25 per cent lower than about a year ago. While, on the whole, the indices for cereals and pulses have shown a fall 'food articles' as a group have gone up, mainly because of the rise in the prices of edible oil, gur and tea. Industrial raw materials went up more sharply and the index for manufactures has also shown an upward trend in recent months. The All-India cost-of-living index for December 1959 was 124 as compared to 122 a year earlier.

Balance of Payments

13. As I mentioned earlier, the Reserve Bank's sterling assets have been relatively stable, their level on 19th February 1960 being Rs. 203 crores, as compared to Rs. 211 crores a year earlier. During this period we made the gold payment towards the enlargement of our quota in the International Monetary Fund and repurchased from it rupees equivalent to $ 20 million. Welcome as this improvement is, it must be borne in mind that basically our current earnings are far short of our payments, and the gap is being met by foreign loans and credits.

14. For the year 1958-59 the current account deficit in the balance of payments was Rs. 339 crores as compared to Rs. 476 crores in 1957-58. Imports were lower by Rs. 157 crores; imports on private account showing a fall of Rs. 176 crores while Government imports rose by Rs. 19 crores. Export earnings in 1958-59 were about Rs. 19 crores less than in 1957-58 due mainly to recessionary conditions aboard. Receipts on account of official donations and other invisible items were less in 1958-59 by a crore as compared to 1957-58. The current account deficit of Rs. 339 crores was met by capital inflow of Rs. 320 crores and by a drawing down of foreign exchange reserves by Rs. 19 crores. Allowing for a net outflow of Rs. 23 crores on account of miscellaneous transactions the total fall in reserves, however, came to Rs. 42 crores.

15. For the first half of 1959-60 the current account deficit was Rs. 142 crores as compared to a deficit of Rs. 211 crores in the first half of 1958-59. The improvement was accounted for by an increase in export earnings of the order of Rs. 19 crores and a reduction in imports amounting to Rs. 53 crores. The receipts on account of official donations were, however, Rs. 3 crores less. As against a deficit of Rs. 142 crores, foreign exchange reserves were drawn down by Rs. 27 crores, the balance being met mainly by external assistance.

16. While on the subject of the balance of payments and foreign exchange reserves, I would like to mention that we had drawn in 1957 from the International Monetary Fund a credit of $ 200 million including a stand-by-credit of $72·5 million. Under the Fund rules, a stand-by-credit is repayable within three years. We have, therefore, repaid $50 million during this month and propose to pay the balance of $22·5 million in June 1960.

Foreign Assistance

17. As the House is aware, a Conference of friendly countries was convened by the World Bank in March 1959 to discuss how India could be assisted to meet the foreign exchange requirements of the current Plan. Following this Conference, the United Kingdom Government granted a loan of £ 19 million, about Rs. 25 crores. The United States Government sanctioned a further loan of $ 20 million, about Rs. 9½ crores, from the Development Loan Fund in July 1959 for the import of steel for projects in the private sector. An agreement under P. L. 480 was signed with the United States Administration in November 1959 for import of foodgrains, and other agricultural commodities valued at $ 257 million, about Rs. 122 crores. Canada has authorised grants totalling $ 25 million, about Rs. 11 crores for import of wheat, raw materials, fertilisers and scientific equipment. During the current financial year the World Bank sanctioned further loans totalling $ 85 million, about Rs. 40½ crores. Three agreements were signed during the year with the U.S.S.R., for loans and credits totalling 1680 million roubles, about Rs. 201 crores. The bulk of this assistance is towards the Third Plan. The Governments of Czechoslovakia and Yugoslavia have also agreed to extend credits upto Rs. 23 crores and Rs. 19 crores respectively during the Third Plan period.

[Shri Morarji Desai.]

18. As in previous years, we have continued to receive assistance under the Colombo Plan from countries like Australia, Canada and New Zealand. We have received technical assistance from the United Nations Expanded Programme of Technical Assistance, other specialised agencies of the United Nations and the Indo-French technical cooperation programme. We have on our side, also given assistance to friendly countries. Our economic and technical assistance to Nepal under the Colombo Plan is expected to amount to Rs. 1·33 crores during the current year. We have provided scholarships and training facilities for overseas students and sent a large number of experts to help the Governments of these countries.

19. I attended the annual meetings of the Boards of Governors of the Bank and the Fund in Washington in September-October 1959. At their meeting, the Board of Governors of the Bank adopted the U.S. proposal asking the Bank's Executive Directors to consider the broad principles on which an International Development Association as an affiliate of the World Bank should be established and to formulate the Articles of Agreement of this Association for submission to the member-governments. The purpose of the Association would be to promote economic development in less developed areas by providing additional finance on terms which will bear less heavily on the balance of payments position of the borrowing countries. The articles of Association for the International Development Association have now been drafted and will be considered by member-governments.

Financial Year 1959-60

20. I shall now deal with the revised estimates of the current year and the budget estimates of the coming year.

21. The budget for the current year estimated the revenue at Rs. 780·10 crores and expenditure met from revenue at Rs. 839·18 crores leaving a revenue deficit of Rs. 59·08 crores. On the trend of actuals the revenue is now estimated at Rs. 838·66 crores and expenditure at Rs. 854·05 crores, leaving a deficit of only Rs. 15·39 crores.

22. The improvement of Rs. 58·56 crores in revenue is due mainly to better collections under Customs and Union Excises. Customs receipts are now estimated to go up from Rs. 132·77 crores to Rs. 160 crores; our original estimate, based largely on the trend of actuals for 1957-58, has proved to be too conservative. Union Excises would yield Rs. 350·82 crores against the budget estimate of Rs. 324·32 crores. With the progressive increase in production the revenue has shown an all round improvement, notably under steel ingots, cement and tyres and tubes. The enhancement in the duty on mineral oils during the year has also contributed to this improvement. The revenue from Income Tax, including Corporation Tax, is likely to go up by Rs. 5 crores but the yield from Wealth Tax, Expenditure Tax and Gift Tax taken together, will be less by Rs. 1·6 crores. The surcharge on iron and steel which is transferred to the Iron and Steel Equalisation Fund, is likely to yield Rs. 9 crores more while grants from the U.S. Government under the P.L. 480 programme will be Rs. 13 crores less.

23. Civil Expenditure this year is now estimated at Rs. 610·35 crores against the original budget of Rs. 596·50 crores and Defence Expenditure at Rs. 243·70 crores against the original estimates of Rs. 242·68 crores.

24. The increase of Rs. 13·85 crores in Civil Expenditure is the net effect of variations over a number of heads. Debt services are now estimated to cost Rs. 7·26 crores more due chiefly

to larger payments for interest on external loans. Transfer to the Steel Equalisation Fund of the surcharge on iron and steel accounts for an increase of Rs. 9 crores. Expenditure on displaced persons is more by Rs. 5·48 crores due to the conversion of certain outstanding loans into grants and to larger provision for transfer of sale proceeds of evacuee property, which are taken in reduction of the Capital expenditure on the payment of compensation to displaced persons. Payment of States' share of Union Excise Duties is now expected to exceed the budget provision by Rs. 2·30 crores following the expansion of revenue. Provision has also been made for payment to the States of a grant of Rs. 3·46 crores to compensate them for the loss in their share of income-tax following the changes in the company taxation this year. These increases would be partly counterbalanced by a drop of Rs. 13 crores in the grants from U.S.A. under P.L. 480 programme to be transferred to the Special Development Fund.

25. The revised estimate of the net Defence expenditure on revenue account during the current year shows an increase of Rs. 1.02 crores over the budget. This is made up of an increase of Rs. 6 crores under the Air Force, offset by reductions in the Navy and in Non-effective charges and by a slight increase under "Receipts and Recoveries". The increase in the Air Force budget is mainly due to liabilities carried over from 1958-59 on stores purchased from abroad and new proposals sanctioned during the course of the year. The reduction in expenditure on the Navy is mainly due to less expenditure on stores. The provision made for temporary increases in pensions of Service personnel under "Non-effective Charges" is unlikely to be required this year and has been included in the budget for the next year.

Financial Year 1960-61

26. Before dealing with the estimates for the coming year, I would like to mention one or two matters which affect the estimates of that year. The first relates to a major change in the financial arrangements between General Revenues and Posts & Telegraphs. The surplus of the Posts and Telegraphs Department, after payment of interest on the capital at charge, has so far merged in the General Revenues. Part of the surplus is treated as an outright contribution to General Revenues and the balance is retained *pro forma* by the Department on which an abatement of interest is allowed. These arrangements were recently reviewed, particularly against the background of the need to encourage the Department to build up adequate reserves against it growing capital investment. With rapid expansion and technological advance, the pace of capital investment of the Department has increased considerably in recent years, the total capital at charge having risen from Rs. 38 crores in 1948-49 to Rs. 121 crores at the end of last year. But the accretions to the Renewals Reserve Fund have not been adequate with the result that replacements have to be partly financed from interest-bearing capital. It has, therefore, been decided to place the P. & T. Department with effect from next year in the same position as the other great commercial department of Government, *viz.*, Railways *vis-a-vis* General Revenues. The Department would in future pay a dividend to the General Revenues at the rate in force from time to time for the Indian Railways on the mean capital at charge during the year. The balance of the surplus, after payment of the dividend, will be retained by the Department for strengthening its Reserves, particularly the Renewals Reserve Fund.

27. The second matter concerns the Central Pay Commission. The Commission which was appointed in August, 1957, to enquire into the structure of emoluments and conditions of service of Central Government employees submitted its Report in August, 1959. The decisions

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of Government on some of the major recommendations of the Commission were announced in Parliament on the 30th November, 1959. The other recommendations of the Commission are being examined and Government's decisions thereon will be announced as early as possible. The annual expenditure for Government as a whole, on the implementation of the recommendations of the Commission, including the interim relief already granted, is of the order of Rs. 44 crores, which is likely to rise ultimately to Rs. 55 crores roundly per annum. The recommendations of the Commission accepted by Government take effect from the 1st July, 1959, but no provision is being made in the revised estimates for the current year on this account as the payments will all be made in 1960-61. The budget for that year thus includes more than a year's provision for this expenditure.

28. Honourable Members had expressed some concern last year about the growth of Civil expenditure. The question of securing maximum possible economy consistent with efficiency and avoiding wastage in public expenditure has continued to receive close attention. The reports of the various teams of the Committee on Plan Projects and the Special Re-organisation Unit of the Ministry of Finance have been made available to Parliament from time to time. A continuous watch over the growth of expenditure, particularly non-developmental expenditure, is kept by the Central Economy Board and the Internal Economy Committees set up in the various Ministries. Studies of particular sections of activity in each Ministry have been initiated with a view to improve the methods of work and secure economy with efficiency. Government have imposed a ban for one year on the creation of fresh posts and the filing up of vacant posts unless they are related to the Plan or are required for security purposes. *Ad hoc* cuts have also been made in the provision for travelling allowances.

29. For the next year, on the basis of existing taxation, the revenue is estimated at Rs. 896·45 crores and expenditure at Rs. 980·35 crores, leaving a deficit of Rs. 83·90 crores on revenue account.

30. The revenue from Customs has been assumed at the same level as the current year's revised estimate of Rs. 160 crores. Union Excise Duties are estimated at Rs. 358·91 crores, an increase of Rs. 8·09 crores over the revised estimate, which allows for the progressive increase in production and a full year's revenue from the increases levied during the current year. The receipts from Income Tax and Corporation Tax are likely to improve by Rs. 10 crores. Revenue from Wealth Tax will decline by Rs. 5 crores due to the merger of the tax on companies in their income tax. Apart from the increase of Rs. 1·43 crores in the sale proceeds of opium, the revenue from other principal heads is not expected to differ materially from the current year's revised estimates. Interest receipts would go up by Rs. 7·44 crores mainly due to the anticipated receipt from two steel companies and the Khadi and Village Industries Commission. Of the other major variations, mention may be made of an increase of Rs. 7 crores in the receipt from the surcharge on iron and steel and Rs. 8 crores in grant from the U.S. Government under the P.L. 480 programme. But these increases will be partly set off by a drop of Rs. 4 crores in the contribution from the Posts & Telegraphs following the revised arrangements mentioned earlier. The share of income-tax payable to the States next year shows a decrease of Rs. 27·26 crores as a result of the merger of company income tax in Corporation Tax, but as I mentioned in my speech last year, it is the intention to make good the loss to the States by a specific

grant till the next Finance Commission reports on the allocation of income-tax and necessary provision is being made in the expenditure estimates for this purpose. The profits of the Reserve Bank have been taken at Rs. 40 crores, the same as in the current year.

31. Expenditure next year is estimated at Rs. 980·35 crores of which Rs. 272·26 crores will be on Defence Services and Rs. 708·09 crores under the Civil heads.

32. Civil Expenditure next year shows an increase of Rs. 97·74 crores over the revised estimates. Expenditure on Debt Services is likely to be Rs. 9·45 crores more on account of the progressive increase in the internal and external debt. Development and Social Services, including Community Development, are expected to cost Rs. 27 crores more in the terminal year of the current Five Year Plan. The two self-balancing items of surcharge on iron and steel and grants from the U.S.A. under P. L. 480, for which corresponding credits are assumed in the revenue estimates, account for an increase of Rs. 15 crores. *Ad hoc* grants to the States to compensate them for the loss in their share of income tax next year would be Rs. 28 crores more. The rest of the increase is spread over a number of heads. Detailed explanations for these variations have, as usual, been given in the Explanatory Memorandum.

33. Defence expenditure next year is estimated at Rs. 272·26 crores against the revised estimate of Rs. 243·70 crores, an increase of Rs. 28·56 crores. Army estimates show an increase of Rs. 26·75 crores and Navy estimates Rs. 3·46 crores, while the expenditure on Air Forces will be Rs. 2·94 crores less. Non-effective charges show an increase of Rs. 1·29 crores. The overall increase in the Defence expenditure is mainly due to the additional commitments of the Armed Forces, the further expansion of the Territorial Army and the National Cadet Corps and the provision for increased payments to Defence personnel on the basis of the recommendations of the last Pay Commission. As I have mentioned elsewhere, the provision included in tre current year under non-effective charges for an increase in the rates of small pensions to Service personnel has been carried over to the coming year. The reduction in the Air Force estimates is mainly due to the inclusion in the current year's revised of substantial amounts on account of liabilities carried over from the previous year.

34. The estimates of the Defence Services have been prepared against the background of the present threat to our borders and I am sure the House will not expect me to dilate at any length on the measures which have been taken and are under consideration for safeguarding the territorial integrity of the country. It may be that later in the year, if circumstances necessitate it, I may have to come before this House for additional funds; but I have no doubt that Government will have the support of all sections of this House in taking all the measures necessary for ensuring the security of the country.

Capital expenditure

35. I shall now give a brief account of the provision made in the estimates for capital outlay. The current year's budget provided for a total capital outlay of Rs. 420.14 crores, excluding the adjustment for the transfer of capital assistance from the United States to the Special Development Fund which is notionally treated as capital expenditure. The revised capital requirements are now estimated at Rs. 362·85 crores, a decrease of Rs. 57·29 crores. The savings occur mainly under two heads. The Railways now expect to spend only Rs. 85·03 crores against the original estimate of Rs. 121·81 crores. Net expenditure on purchase of foodgrains shows a fall of Rs. 21·01 crores due mostly to larger sale proceeds and recoveries.

36. Against the revised estimate of Rs. 362·85 crores for capital outlay this year, the next year's provision

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stands at Rs. 370·84 crores. If the special item of Rs. 95·24 crores in the current year for payment of additional subscription to the International Monetary Fund is excluded, the capital requirements next year exceed the current year's revised estimate by Rs. 103·23 crores. This increase is spread over a number of heads and reflects the additional allotments to fulfil the Plan targets during the last year of the Plan. Outlay on industrial development, mainly on coal and oil development, would cost Rs. 30·56 crores more. The Railways and Posts and Telegraphs would also be spending Rs. 35·78 crores and Rs. 3·60 crores more respectively than in the current year. Foodgrains transactions would also involve an increase in the net outlay of Rs. 19·41 crores.

37. In addition to the direct capital outlay just mentioned the estimates provide Rs. 283·18 crores this year and Rs. 331·51 crores next year for loans to States and Rs. 221·74 crores this year and Rs. 176·74 crores next year for loans to other parties including Port Trusts, Government-owned Corporations and foreign Governments.

38. Next year's estimates include a total provision of Rs. 889 crores for implementing the Plan, Rs. 173 crores in the revenue budget and Rs. 716 crores in the Capital budget. Out of this provision, Rs. 64 crores in the revenue budget and Rs. 175 crores in the capital budget are for assistance to the States. In addition, the Railways will be spending Rs. 34 crores from their own resources and the States Rs. 251 crores. Thus the total Plan outlay in 1960-61, including interest on loans on river valley projects which are added to capital during the period of construction and short-term loans, will amount to Rs. 1,174 crores.

39. During the three years ending 1958-59, the total Plan outlay by the Central and State Governments together was of the order of Rs. 2,450 crores. The budget provision on this account for the current year is Rs. 1,121 crores and the next year's outlay as mentioned already is estimated at Rs. 1,174 crores. After allowing for the usual shortfall in expenditure, the actual outlay in the public sector over the five-year period will be near about Rs. 4,600 crores. Investment in the organised private sector is expected to reach the total envisaged in the Plan; it may even slightly exceed this. In irrigation, power, industry, mining and transport as also in the field of social services, the achievements will, I feel sure, be impressive.

Ways and Means

40. The current year's budget provided for a net expansion of treasury bills of Rs. 237 crores of which Rs. 15 crores were expected to be issued to the public. On the latest trends, the net expansion is now estimated at Rs. 190 crores. The improvement of Rs. 47 crores is due to several factors. The revenue deficit is now expected to be Rs. 44 crores less than estimated. Capital expenditure, as explained earlier, will show a saving of Rs. 57 crores and other debt heads an improvement of Rs. 32 crores. This improvement of Rs. 133 crores will be partly counterbalanced by a decrease of Rs. 71 crores in external loans and additional provision of Rs. 15 crores required to raise the closing cash balance to the normal level of Rs. 50 crores.

41. The borrowing programme envisaged by the budget was carried through successfully. In the budget I had taken credit for a market loan of Rs. 225 crores; the actual receipts amounted to Rs. 229 crores. Two loans were floated in July 1959; the 3½ per cent. Bonds 1969 at an issue price of Rs. 98·85 and the 4 per cent Loan 1979 at par. Conversion facilities were offered to the holders of the

3 per cent Second Victory Loan 1959—61 and the 2½ per cent Hyderabad Loan 1954—59 which were due for repayment during the year. The total subscriptions to these loans amounted to Rs. 184 crores, of which Rs. 89 crores came by way of conversion. Later, to meet the demand for investment from the market, it was decided to create further issues of 3½ per cent Bonds 1969 for Rs. 25 crores at Rs. 99·4 and of 3¾ per cent Loan 1974 for Rs. 20 crores at Rs. 99·65. In accordance with the usual practice, these issues were taken over by the Reserve Bank on its investment portfolio for being sold in the market later.

42. Hon'ble members will recall that in the Budget Speech for 1958-59 mention was made of the proposal for the gradual funding of a part of the Treasury Bills held in the Issue Department of the Reserve Bank. A beginning was made in July 1958 when, in consultation with the Reserve Bank, Treasury Bills of the value of Rs. 300 crores were funded. This process was continued during the current year when a further Rs. 150 crores worth of Treasury Bills were funded into dated securities.

43. Small Savings have shown a steady improvement in recent years. The net collections of Rs. 78 crores during 1958-59 were the highest reached so far. This year they are expected to go up to Rs. 82 crores against the budget estimate of Rs. 85 crores. While the response has been encouraging, the collections are still far short of the average of Rs. 100 crores a year envisaged in the Plan. The Small Savings movement is more than a routine device for mobilising savings. It has a great psychological appeal in providing an opportunity for the ordinary man and woman to participate in the national effort for development. I would, therefore, appeal to every family in this country to save more and contribute its share in making the movement a greater success.

44. I may mention, at this stage, certain steps taken by Government during the year to popularise the savings movement. The House will remember that in the last session, legislation was promoted to provide the facility of nomination to depositors in the Post Office Savings Bank and holders of Savings Certificates. A new Pay Roll Scheme has been introduced for the benefit of the employees in large establishments and factories, which permits deductions to be made from the wages, with the consent of the employees, for investment in Small Savings. The National Savings Advisory Committees at the Centre and in the States have been merged with the Savings Boards of the Women's Savings Campaign and constituted into composite Boards, one at the Centre and one in each State, with adequate representation of women workers. The various agency systems for the sale of Savings Certificates have been reviewed and rationalised and a standardised agency system, both for the urban and rural areas is expected to be introduced shortly. The commission due to the agents is at present claimed and disbursed through the treasuries which are always not easily accessible, particularly in the rural areas. To meet this difficulty, the responsibility for the payment of the commission is proposed to be transferred to the post offices in the coming year.

45. In response to suggestions made from various quarters, from time to time, Government have decided to issue Prize Bonds. The notification setting out the terms will issue tomorrow and the Bonds will be placed on sale from the 1st April next. The issue will be in the form of bearer bonds in two denominations of Rs. 100 and Rs. 5. The bonds will not carry interest and will be repaid after five years but the holders will participate in quarterly drawal of prizes, which will be free of income tax. The total number of prizes to be awarded every quarter will be 40 in respect of each series of one lakh units of Rs. 100

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bonds, the prizes ranging between Rs. 25,000 and Rs. 500. In the case of each series of ten lakh units of Rs. 5 bonds, the number of prizes offered every quarter would be 278, the prizes ranging between Rs. 7,500 and Rs. 50.

46. For the next year's budget, credit has been taken for a market borrowing of Rs. 250 crores including the receipts from the prize bonds which I just mentioned. The net credit from Small Savings has been taken at Rs. 90 crores allowing for a small increase of Rs. 8 crores over the likely receipts this year. According to the latest information available, foreign assistance next year is expected to amount to Rs. 362 crores.

47. The overall budgetary position next year may now be summarized. At the existing level of taxation, there will be a revenue deficit of Rs. 84 crores. Capital outlay will amount to Rs. 371 crores, loans to State Governments and others to Rs. 531 crores and debt repayments to Rs. 140 crores. This total disbursment of Rs. 1,126 crores will be met to the extent of Rs. 250 crores from market borrowing, Rs. 90 crores from Small Savings, Rs. 362 crores from foreign assistance, Rs. 128 crores from loan recoveries and Rs. 119 crores from miscellaneous receipts, leaving a deficit of Rs. 177 crores, which will be met by the expansion of treasury bills.

Developmental Planning

48. Before I deal with the problem of covering the large revenue deficit in sight, I should like to say a few words on the implications of planning for development; for, it is in relation to these that all our budgets have to be framed. The essential objective of our plans is to lift the economy from stagnation and to get it moving forward to higher levels of production and better standards of living. We embarked on this task some ten years ago, and we shall be completing the Second Plan by the end of the next fiscal year. In this period, our economy has made notable advances in several directions. One has only to look at the major industrial projects which are coming up and see something of the varied programmes of rural development that have been and are being implemented to realise the growing dynamism of the economy. Economic development is not, for us, a vague or remote ideal; it has to be part of our daily thought and work. Undoubtedly, we have had our share of difficulties, and, I have no doubt, we shall continue to have some hereafter. These difficulties and stresses and strains are a part of the process of economic and social growth.

49. At the end of the Second Plan the country would have reached a level of development at which it can hardly afford to halt. It is vital that the pace of development is not merely maintained but accelerated. This is the essential task of the Third Five Year Plan. The first pre-requisite of success for this is increased agricultural production. This is axiomatic and we cannot afford, even for a moment, to lose sight of it. But, other sectors of the economy, like industry, mining, power, transport and communications have also to be developed rapidly if the economy is to grow at a rapid enough pace over the next 10 or 15 years. The Third Five Year Plan has to keep this perspective in view.

50. It is perhaps a platitude to say that in this country we face all the time a crisis of resources in developing our economy. But I would be failing in my duty if I do not stress the point that mobilising the resources required for this is not going to be easy and will entail progressively harder work and larger sacrifices by all sections of the community. There will be need also for substantial external assistance. We are anxious to make the period of dependence on special external assistance as short as possible. I am not referring here to the normal flow of external capital, this, I hope, will continue. Private capital is apt

to flow in more readily when the foundations of development have been well laid out. The scope for foreign investment in India will thus grow. But, our aim is to get as early as possible to a stage where the bulk of our investment programmes is based on the domestic output of capital goods and equipment. How far we can advance in this direction depends upon a number of factors, of which the availability of sufficient foreign exchange in the next few years is the most crucial. I feel I am right in saying that the needs of developing economies are now increasingly appreciated in the more advanced countries, and I am confident that, provided we as a nation put in the best effort we can, the necessary support from abroad will be forthcoming. What is vital, at this stage, is a clear recognition of the urgency of economic development, for preserving and strengthening the democratic values we cherish and the realisation that such development is not possible unless some restraint is kept on consumption and we submit ourselves to a high degree of fiscal and monetary discipline.

51. I now turn to the proposals for dealing with the revenue deficit for the coming year.

52. Honourable Members may recall that while presenting the budget proposals for the current year, I placed before the House certain broad considerations which Government took into account in deciding the extent to which the revenue deficit of a year should be covered by additional taxation. I suggested that the long era of revenue surpluses was perhaps coming to a close; for the first time the actuals for 1958-59 have disclosed a small revenue deficit of Rs. 5 crores. I also suggested that exceptional circumstances affecting the deficit of a year should be taken into account in deciding upon the extent to which the deficit should be covered and that due regard should be given to the amount of additional taxation raised in recent years. I also ventured to underline the need for the continuous mobilisation of resources for financing the increasing needs of planned development. The considerations I placed before the House last year apply with equal force to the budget of the coming year and although the large revenue deficit next year is due, in the main, to larger outlay on development in the last year of the present Plan and the increased requirements of Defence in the interests of national security, I am convinced that a part of the deficit should be covered by additional taxation. As in the current year, I propose that about a fourth of the deficit in sight, may be covered by new taxation.

53. In framing the taxation proposals for the coming year, I have had in mind something more than the immediate needs of that year. I mentioned earlier the continuous need to raise additional resources for development. In the context of planned development, it is essential, in dealing with the budgetary needs of each year, to think in terms of broadening and adjusing the bases of taxation so that the revenue raised continues to expand with the years. The proposals for the coming year, particularly those widening the base of taxation, have been formulated with the needs of the Third Plan in view. While direct taxation will be kept under constant and continuous review so as to make it yield the maximum resources, the bulk of the expansion in taxation will have to come from indirect taxation.

Indirect Taxation

54. In the field of indirect taxation, my proposals cover both the adjustment of rates of existing taxes and the levy of taxes on certain new commodities. The proposals are explained in detail in the memorandum circulated with the budget papers and I propose to mention them only briefly.

55. My first proposal is to levy a duty of Rs. 200 per metric tonne on tin plates and tinned sheets. Suitable adjustments would be made where duty paid steel is used in their manufacture. The yield in a full year is estimated at Rs. 208 lakhs.

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56. My second proposal is to impose a small duty of Rs. 10 per metric tonne on pig iron. Pig iron used in the manufacture of steel will be exempted from the duty, which is expected to yield Rs. 60 lakhs a year.

57. My third proposal is to levy a duty of Rs. 500 per metric tonne on aluminium sheets and circles and Rs. 300 per metric tonne on aluminium ingots. Necessary adjustments will be made in the duty on circles, sheets, etc., when duty paid ingots are used in their manufacture. The estimated yield is Rs. 86 lakhs.

58. My next proposal is to levy a duty of 10 per cent. *ad valorem* on all types of internal combustion engines used as prime movers for transport vehicles. A lower rate of 5 per cent. *ad valorem* will be charged on stationary types of these engines which are generally used in industry and for agricultural purposes. The yield is estimated at Rs. 107 lakhs a year.

59. I also propose to levy a small tax on certain essential cycle parts. A duty of Rs. 2 on each free wheel and Rs. 4 on each rim will be levied. This will ensure the realisation of Rs. 10 of each completed cycle without bringing into the excise net a large number of small assemblers of cycles and manufacturers of cycle parts. The annual yield is estimated at Rs. 100 lakhs.

60. Electric motors and parts thereof are not now subject to tax. It is proposed to levy a duty ranging from 5 per cent. to 15 per cent. *ad valorem* on various types of motors used for different purposes. The revenue from this is estimated at Rs. 46 lakhs a year.

61. A duty on exposed cinematograph films is also being levied. It will vary from 10 naye paise per metre to 50 naye paise per metre depending on the type of the films. News reels and shorts would be subject to the lower rate of duty. The yield from this is estimated at Rs. 75 lakhs.

62. My last proposals for new excises relates to silk fabrics on which a duty of 30 naye paise per square yard will be levied. The handloom sector will not be affected by this measure which is expected to yield Rs. 30 lakhs.

63. I shall now turn to the readjustments in the existing rates of duty on certain commodities.

64. The House will remember that in 1956 an excise duty was levied on the larger passenger motor cars while all commercial vehicles and small and medium cars, motor cycles and scooters were not taxed. I now propose to levy a duty ranging up to 15 per cent. *ad valorem* on all types of motor vehicles. The total revenue is estimated at Rs. 625 lakhs.

65. Refined diesel oil was made subject to duty in 1956 when a tax at 25 naye paise per imperial gallon was levied. Although the tax has since been raised to 80 naye paise per imperial gallon, the consumption of this commodity has been increasing rather rapidly. The growing imbalance between the internal production and consumption of this commodity is causing a considerable drain on the foreign exchange resources of the country. I, therefore, propose to raise the basic rate of duty by a further 25 naye paise per imperial gallon. This will bring in a revenue of Rs. 504 lakhs a year.

66. Complete footwear manufactured in power operated factories was subjected to an excise duty in 1955 but a large number of small scale units were kept out of the scope of the taxation. Some of the larger units are reportedly adopting a deliberate policy of decentralisation to evade taxation. Mainly to protect the revenue, I propose to levy an excise duty on machine made soles and heels made of materials other than leather or wood. The rate of duty will be 15 per cent. *ad valorem* and will yield a revenue of Rs. 20 lakhs a year.

67. In the field of textiles, I propose to make two changes with some revenue significance. I propose to remove the existing total exemption on fabrics produced from staple fibre yarn and cut pieces of cotton textiles, the so-called fents. The former will now be treated on par with artificial silk fabrics. In the case of cut pieces, the present definition is being revised and small specific duties, at levels substantially below the fabric rates, will be levied. These changes are estimated to yield Rs. 195 lakhs a year of which Rs. 65 lakhs will accrue to the States.

68. Electric fans, bulbs and batteries were first made subject to excise in 1955 and no change has since been made in the rates of duty on these commodities. The production trends indicate that these lines are expanding and they can bear an increase in taxation. I propose to raise the existing duties by 50 per cent with a suitable increase in the duty on components. These changes will yield a revenue of Rs. 90 lakhs a year.

69. The tea industry has been complaining of the difficulties caused to it by the imposition of a number of taxes at various stages by different agencies. We propose to explore the possibility of removing this hardship by a suitable readjustment of the excise duty, bearing in mind the financial interests of the State Governments concerned, and the need to secure that their resources are not adversely affected. To enable this to be done, we are raising the permissible maximum limit of the excise duty from 19 naye paise to 30 naye paise per lb. This is merely an enabling measure and does not involve any change in the effective rates of the duty now imposed ranging, as the House is aware, from 2 naye paise to 12 naye paise per lb.

70. A few other minor readjustments are also being made about which I need not weary the House. The total financial effect of these changes is to bring in an additional revenue of Rs. 27 lakhs a year of which Rs. 5 lakhs will accrue to the States.

71. The net effect of the various measures which I have mentioned is to increase the revenue by Rs. 21.78 crores, of which Rs. 70 lakhs will accrue to the States.

72. With regard to customs duties, I propose to make no change except for an increase in the duty on wines and spirits and other alcoholic liquors. Following the changes in excise duties, provision is being made, wherever necessary, for the levy of a countervailing import duty, so that the indigenous producer is not placed at a disadvantage. The changes in the customs levy are estimated to yield a revenue of Rs. 2.5 crores in the coming year.

18 hrs.

Direct taxation

73. I now turn to direct taxation. I do not propose to make any change in the rate structure of personal income tax. With regard to company taxation, steps are being taken to implement in its entirety the new scheme of company taxation introduced in the current year's budget. Formal action is being taken to abolish the Wealth Tax on companies and the tax relating to excess dividends with effect from the financial year commencing on the 1st April, 1960.

74. The House will remember that last year, for purposes of advance payment for the assessment year ending the 31st March, 1961, I had provisionally adopted a rate of 45 per cent. for company taxation. We have not had sufficient experience of the effect of this rate. I do not, therefore, propose to make any change in this rate but to adopt it as the final figure. Smaller companies with a total income not exceeding Rs. 25,000 will continue to be assessed at a figure 5 per cent. less. Last year I had promised to consider certain matters connected with the new system of company taxation, and I am making two

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provisions in the Finance Bill, one relating to the assessment of dividends paid out of profits taxed in the past and the other relating to taxes on companies holding less than 50 per cent. share in the capital of another company, and have taken them into account in my estimates of revenue.

75. I propose to make two changes in regard to the deduction of tax at source. The House will remember that it was decided last year that tax should be deducted at source at rate of 30 per cent. on dividends paid to resident individuals and at 45 per cent. on dividends paid to Indian companies. It has been represented that this difference in the rate of deduction at source has given rise to some difficulties. I, therefore, propose to apply a uniform rate of 30 per cent. for deduction of tax from both the individuals and companies. In order that this change may not affect the revenue receipts, I propose to amend Section 18A so as to enable Government to collect from Indian companies the remaining 15 per cent. as advance tax on the dividends received by them.

76. The existing provision with regard to the deduction at source from dividends paid to preference shareholders also appears to be causing some difficulty. The amount of the dividends which companies are required to pay to the shareholders is governed by the terms of their contract with them and Government would not like, as the current Finance Act implies, to make any assumptions regarding such amounts. I accordingly propose in the Finance Bill to provide for the deduction at source from the payments to these shareholders as in the case of any other dividends, leaving the actual amounts of these dividends for the companies themselves to decide.

77. I would now briefly refer to a few other proposals to amend the Income-tax Act. The period for which exemption is available under section 15C to new industrial undertakings is proposed to be extended by a further five years. The limit up to which donations for charitable purposes qualify for exemption from tax is proposed to be increased from 5 per cent. of total income or Rs. 1,00,000 whichever is less, to 7½ per cent. of total income or Rs. 1,50,000 whichever is less. At present, the amounts paid to scientific research associations and educational institutions to be used for scientific research are allowed as deductions in computing the business income of the donor if the scientific research is related to the class of business carried on by him. It is proposed to allow this deduction even if the scientific research is not related to such business. In respect of properties constructed before 1st April, 1950, the full amount of taxes levied by a local authority and borne by the owner, is proposed to be allowed to be deducted in computing the taxable income from the property, as against half the amount of such taxes allowed at present. My next proposal is with regard to the taxation of co-operative societies. At present, the business income of such societies is exempt from tax. This exemption is justified having in view the objective of the Co-operative Societies Act of 1912, namely, to facilitate the formation of co-operative societies for the promotion of thrift and self-help among agriculturists, artisans and persons of limited means. However, as the House is aware, of late, co-operative societies have widened their fields of activity and are carrying on substantial business involving transactions of a large scale with non-members. There is no justification for a complete tax exemption of business profits in their case. It is, therefore, proposed that while the business incomes of co-operative societies connected with agriculture, rural credit and cottage industries should continue to be wholly exempt from tax, the business incomes of other societies should be exempt only up to a sum of Rs. 10,000. These proposals will not materially affect the revenue.

78. A few amendments of a comparatively minor character are pro-

posed to Expenditure Tax and Gift Tax Acts. The amendments to the Expenditure Tax Act provide for allowances for expenditure incurred on leave travel in India as well as education of children in India. It is also proposed to allow in full the taxes paid by an assessee to a foreign government instead of only a portion as at present. The amendment to the Gift Tax Act provides that the advance tax payable will be at the same rate as the tax payable on regular assessment. These changes are not expected to have any significant effect on revenue.

Net effect of proposals

79. I may now summarise the net effect of the budget proposals. The changes in the Union Excise duties, exclusive of the revenue accruing to the States, are expected to bring in an additional revenue of Rs. 21·03 crores. Changes in the customs duties, largely consequential on the changes in Union Excises, are expected to bring in Rs. 2.5 crores. The total additional revenue would thus stand at Rs. 23·53 crores, reducing the revenue deficit from Rs. 83.9 crores to Rs. 60.37 crores and the overall deficit from Rs. 177 crores to Rs. 153 crores. I propose to leave the revenue deficit uncovered; the overall deficit will be met by the expansion of treasury bills.

Conclusion

80. Next year's budget would cover the last year of the current Plan and I would like to mention briefly what the position at the end of that year would be so far as the implementation of the present Plan is concerned. In an earlier part of my speech, I mentioned that at the end of budget year, the total Plan outlay would have reached a figure of about Rs. 4,600 crores. During the current Plan period, we have, at the Centre, raised substantial sums of revenue for meeting our Plan commitments including the assistance provided to the States from the revenue budget. Over the period of five years covered by the Plan, I expect that we would have an accumulated revenue surplus of over Rs. 50 crores, after meeting all our commitments for the Plan and providing very substantial assistance to the States for implementing their Plans. I know that there has been some criticism about the extent to which we have had to resort to deficit financing for meeting the capital expenditure of the Plan. Even here, I venture to suggest that our record has not been as bad as some of our critics make out. In the first three years of the Plan, the total amount of deficit financing dur- amounted to Rs. 885 crores or so. In the current year, assuming that the State Governments do not contribute to this in any significant measure and they are unlikely to do so, the amount of deficit financing is likely to be Rs. 190 crores. Taking a figure of Rs. 153 crores for the coming year, the total amount of deficit financing during the Plan period would have amounted to only a little over the sum of Rs. 1,200 crores envisaged in the Plan. Although our performance in the matter of savings has not been as good as we could wish, our record in the matter of raising resources and limiting deficit financing to the minimum amount possible and practicable, has, I think, been quite good.

81. There is, however, no reason to take a complacent view of the situation. The end of the Second Plan merely marks the beginning of the Third Plan which will require greater efforts and larger sacrifices on the part of the community if the country has to sustain, as it inevitably must, a larger Plan. The path of our progress is bound to be difficult until our economy gets over the hump and becomes self-generating. Until this position is reached, which one might hope may be at the end of the next Plan, we shall have to strain every nerve to mobilise the maximum resources, from both taxation and savings, to enable the country to make the progress that is imperative to our survival. It is

[Shri Morarji Desai]

perhaps a truism to say that no one, much less and under-developed country like ours, can stand still or stay stagnant. We have to move forward and make whatever sacrifices are necessary for this. I have no doubt that this will be done and I would ask the House to consider the budget, which I am placing before it, against this background.

SUMMARY OF FINAL ESTIMATES

(In lakhs of Rupees)

REVENUE	Budget 1959-60	Revised 1959-60	Budget 1960-61
Customs	132,77	160,00	160,00 +2,50 }*
Union Excise Duties	324,32	350,82	358,91 +21,03 }*
Corporation Tax	58,75	78,00	135,00
Taxes on Income other than Corporation Tax	87,63	72,68	52,94
Estate Duty	14	9	10
Taxes on Wealth	13,00	12,00	7,00
Taxes on Railway Fares	11	(—) 51	11
Tax on Expenditure	1,00	80	90
Tax on Gift	1,20	80	80
Opium	3,92	4,26	5,69
Interest	10,75	8,27	15,71
Civil Administration	35,80	47,54	53,19
Currency and Mint	55,60	55,87	57,22
Civil Works	3,00	3,13	3,04
Other Sources of Revenue	41,93	35,00	39,73
Posts and Telegraphs—Net contribution to General Revenues	4,20	4,16	47
Railways—Net contribution to General Revenues	5,98	5,75	5,64
TOTAL REVENUE	780,10	838,66	896,45 +23,53 }*

EXPENDITURE	Budget 1959-60	Revised 1959-60	Budget 1960-61
Direct Demands on Revenue	101,65	103,54	107,33
Irrigation	16	14	17
Debt Services	57,88	65,14	74,59
Civil Administration	222,73	233,35	267,76
Currency and Mint	9,83	9,86	10,27
Civil Works and Miscellaneous Public Improvements	19,35	18,94	20,32
Pensions	9,63	10,00	10,11
Miscellaneous—			
Expenditure on Displaced Persons	19,69	25,17	20,28
Other Expenditure	71,30	72,02	111,70
Grants to States etc.	49,02	48,98	51,81
Extraordinary Items	35,26	22,21	33,75
Defence Services (Net)	242,68	243,70	272,26
TOTAL EXPENDITURE	839,18	854,05	980,35
Deficit (—)	(—)59,08	(—)15,39	(—)60,37

*Effect of budget proposals.

18.11 hrs.

FINANCE BILL*, 1960

The Minister of Finance (Shri Morarji Desai): I beg to move for leave to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1960-61.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year year 1960-61".

The motion was adopted.

Shri Morarji Desai: I introduce the Bill†

—

18.12 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 1, 1960/Phalguna 11, 1881 (Saka).

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*Published in the Gazette of India Extraordinary Part II—Section 2, dated 29-2-60.

†Introduced with the recommendation of the President.

[*Monday, February 29, 1960/Phalguna 10, 1881 (Saka)*]

ORAL ANSWERS TO QUESTIONS . . . 3085-3124

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451	Rules governing relations between Ministers and Secretaries .	3087-90
452	Build Your Own House Scheme . . .	3090-91
453	Pension of Ex-servicemen	3091-93
454	Children's Book Trust .	3093-96
455	Credit from Russia .	3096-98
456	Naval expedition .	3098-3100
457	Demonstration of Canadian Aircraft . .	3100-01
459	Manufacture of trucks and tractors . . .	3101-06
460	Central Public Health Engineering Research Institute . . .	3106-07
461	Polytechnic in Orissa .	3107
462	Production of pig iron .	3109-12
463	Collections by Dr. Raghuvira . . .	3102-14
464	Indian Institute of Public Administration .	3114-16
465	Seizure of gold . .	3116-17
466	Iron sheets . .	3117-19
471	Bombay-Mysore Border Dispute . . .	3119-23

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4	Indo-Pakistan Financial Talks . . .	3123-24

WRITTEN ANSWERS TO QUESTIONS . . . 3124-63

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467	Oil production in Assam.	3125-26
468	Bank of China, Calcutta	3126
469	Oil pipeline . .	3126-27
470	Detention of an American newsman by Chinese .	3127-28
472	Pink Diamond .	3128
473	Free Legal aid to the poor . . .	3128

WRITTEN ANSWERS TO QUESTIONS—*contd.*

S.Q. No.	Subject	COLUMNS
474	Overcrowding in Colleges and Universities .	3129
475	Zoological Survey of India . . .	3129-30
476	Separate Administrative Unit for Border Regions . . .	3130
477	Flourite deposits in Rajasthan . . .	3130-31
478	Everest Expedition .	3131
479	Manufacture of motorcycles in Ordnance Factories . .	3132
480	Engineering Research Institute . . .	3132
481	Expedition to Annapurna II . . .	3133
482	Hindi Teachers' Training Colleges . . .	3133-34
483	Gold Bonds Scheme .	3134
484	Palam Airport . .	3134-35

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511	Post Graduate courses in Engineering and Technology . . .	3135-36
512	Scholarships to S.C. and S.T. Students in Kerala Rajasthan and Manipur . . .	3136
513	Reserve Bank and State Bank Branches in Mysore . . .	3136-37
514	Supply of iron and steel .	3137
515	Central Social Welfare Board Grants to Mysore . . .	3137-38
516	Archaeological Museum at Konarak . .	3138
517	Welfare Extension Project in Orissa .	3138-39
518	Income-tax officials in Rajasthan . .	3139-40
519	Naga Hostiles . .	3140
520	Sale of timber . .	3140
521	Scientific Instruments Committee . .	3141
522	Central Advisory Committee for Libraries .	3141-42

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	COLUMNS
523	Survey of historical temples in Punjab .	3142
524	Electricity meters for Defence Quarters .	3142
525	Planetarium in Delhi .	3143
526	Training of Primary School Teachers .	3143
527	Bal Bhawan in Delhi .	3143-44
528	Planning Units in Universities . .	3144
529	National Museum in New Delhi .	3144-45
530	Production of goods in Ordnance Factories .	3145-46
531	Indian Economic Service	3146
532	Gauhati Refinery .	3146-47
533	Orientalists' Seminar in Moscow . .	3147
534	Development of Laccadive Islands .	3147-48
535	Thefts in North and South Avenues .	3148
536	Colonies for S. C. and S.T. Agriculturists in Andhra Pradesh .	3148-49
537	Scholarships to S. C. and S. T. Students in Andhra Pradesh	3149
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539	Bharat Natyam .	3150
540	Estate Duty Collections in Marathwada (Bombay) . .	3150
541	Torpedo Ship "Trishul"	3151
542	Displaced students in Tripura . .	3151
543	Indian Art Exhibition at Jakarta . . .	3151-52
544	Naval Establishment at Calcutta . .	3152
545	Illegal entry from Tibet	3152
546	Unidentified submarine	3153
547	Salar Jung Museum and Library, Hyderabad . . .	3153-54
548	Assessment of Estate Duty, Gift Tax and Income Tax .	3154-55
549	Tribals of Kalapani . .	3155-56
550	Cases under Foreigners Act, 1946 . .	3156
551	Late Duty Allowance to Government Employees . . .	3156
552	Schools in Delhi .	3156-57
553	Graduates . .	3157
554	Theatre at Hyderabad	3158
555	L. I. C. Officials sent abroad . .	3158
556	House-rent Allowance to Tripura Employees	3158-59
558	State Bank and Reserve Bank Branches in Punjab . . .	3159
559	Training of I. A. F. Officers Abroad .	3159
560	Conference of Chief Justices of High Courts	3159-60
561	Raw materials for Steel Plants . . .	3160
562	Criminal cases in Manipur . . .	3161
563	Excise duty on Khandsari . . .	3161-62
564	Oil drilling in Assam .	3162
565	Death of a J. C. O. at Dhaula Kuan .	3162-63

PAPERS LAID ON THE TABLE . 3163—66

(1) A copy of the letter dated 26th February 1960 received from the Prime Minister of China

(2) A copy of each of the following papers under sub-section (1) of Section 639 of the Companies Act, 1956 :

(*i*) Annual Report of Neyveli Lignite Corporation Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor General thereon.

(*ii*) A review by the Government of the working of the above Corporation

(*iii*) Annual Report of the Hindustan Steel Limited along with the

PAPERS LAID ON THE TABLE—contd.

COLUMNS

Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor General thereon

(3) A copy of each of the following orders under sub-section (5) of Section 4 of the Inter-State Corporations Act, 1957 :—

(i) The Bombay Nursing Council (Reconstitution and Reorganisation) Order, 1960, published in Notification No. G. S. R. 131 dated the 6th February, 1960

(ii) The Degloor Market Committee (Reconstitution and Reorganisation) Order, 1960, published in Notification No. G.S.R. 172 dated the 13th February, 1960

LEAVE OF ABSENCE . 3166-67

(i) The following members were granted leave of absence from the sittings of the House :—

(1) Shri V. N. Swami, (2) Her Highness Maharani Vijaya Raje Scindia of Gwalior, (3) Shri M. V. Krishna Rao, (4) Shri Balvantray Gopaljee Mehta, (5) Shri Narasingha Malla Deb, (6) Shri B. Pocker, (7) Shrimati Ila Palchoudhuri. (8) Shri U. Muthuramalinga Thevar.

COLUMNS

LEAVE OF ABSENCE—contd.

(ii) The absence of Shri Chowkhamoon Gohain for the period from the 4th May to 9th May 1959 (Seventh Session, 3rd August, to 12th September), 1959 (Eighth Session) and 16th November to 21st December. 1959 (Ninth Session) was condoned

STATEMENT BY MINISTER 3167-68

The Minister of Education (Dr. K. L. Shrimali) made a statement correcting the reply given on the 4th December. 1959 to a Supplementary by Shri Tayappa Hari Sonavane on Starred Question No. 586 regarding Scholarships to dependents of Political Sufferers .

RAILWAY BUDGET—GENERAL DISCUSSION 3168—3279

Further General Discussion on the Budget (Railways) 1960-61, continued. The discussion was not concluded . . . .

BUDGET (GENERAL) 1960-61—PRESENTED 3280—3312

The Minister of Finance (Shri Morarji Desai) presented a statement of the estimated receipts and expenditure of the Government of India for the year 1960-61

BILL INTRODUCED 3313-14

The Finance Bill, 1960

AGENDA FOR TUESDAY, MARCH 1, 1960/PHALGUNA 11, 1881 (SAKA)—

Further General Discussion on the Railway Budget, 1960-61 and consideration of Demands for Grants in respect of Railways

GMGIPND—LS II—386(Ai)LS—11-3-60—050